

Putting the Community First



**THE LONDON BOROUGH OF BARNET
UNITARY DEVELOPMENT PLAN REVISED DEPOSIT DRAFT**

**LIST OF PROPOSED MODIFICATIONS
BASED ON INSPECTOR'S REPORT NOVEMBER 2004**

**Approved by Council on 28th June 2005
Consultation period 8th July – 19th August 2005**

Please send your objections/suggestions in writing to:
The Planning Department, 7th floor Barnet House, 1255 High Road, Whetstone,
London N20 0EJ

CHAPTER 1: INTRODUCTION

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
1	Paragraph 1.1.2	<p>Current wording This is a significant change from previous planning law as there is now a presumption in favour of development which accords with the development plan. In the case of development that does not accord with policies in the development plan the local authority is obliged to advertise the application as a “departure application”, if not refusing or granting it subject to conditions to ensure that it would be in accordance with it. In addition, for those departure application that are for more than 150 houses or flats or for more than 5,000 square metres of retail, leisure, office or mixed commercial floorspace the Secretary of State for the Environment, Transport and the Regions (DETR) has to be notified and can “call-in” the application for its own determination.</p> <p>Modified wording: In addition, for those departure application that are for more than 150 houses or flats or for more than 5,000 square metres of retail, leisure, office or mixed commercial floorspace, the <u>First Secretary of State for the Office of Deputy Prime Minister for the Environment, Transport and the Regions (DETR)</u> has to be notified and can “call-in” the application for its own determination.</p>	To update the chapter overall in accordance with Inspector’s recommendation 1.3
2	Paragraph 1.2.1	<p>Current wording: The lifetime of a UDP is 15 years for the strategic policies and 10 years for detailed policies. The current UDP was adopted in 1991, the first to be adopted of the 33 London Planning Authorities. In the meantime, Interim Policy Guidance Notes (IPGs) were produced in January 1996 on the following issues:</p> <ul style="list-style-type: none"> • Energy Conservation • Playing Fields • Nature Conservation Areas • Golf Courses • Heritage Land • Archaeological Sites Definition • Community Forest • Green Chains • Strategic Cycle Routes <p>Modified wording: Replace current wording with the following: The lifetime of a UDP is 15 years for the strategic policies and 10 years for detailed policies.</p>	To update text

		<u>Barnet’s current UDP was adopted by the council in November 1991, covering the period up to 2001. Therefore, it is now out-of-date. Under the Town and Country Planning Act 1990, the council is required to regularly review those matters that may affect the development of its area.</u>	
3	Paragraph 1.2.2	<p>Current wording: There is a need for changes to policies in the UDP that follow changes in national, regional and London-wide Planning Policy since 1991. Central Government has changed the legal and administrative background by merging the Department of Transport and the Department of the Environment to form the DETR, and it will legislate on transport issues and on the basis of the Urban Task Force Report of June 1999.</p> <p>Modified wording: Replace current wording with the following:</p> <p><u>Since Barnet’s first UDP was adopted in 1991, the lifestyles of people have changed. For example, there have been changes in the composition and size of households, the type and nature of employment, shopping, leisure and travel patterns. The UDP has been updated to reflect these changes, within the context of new Government planning guidance, circulars and strategies, and new legislation for London. There is new guidance on a range of topics, and sustainable development is a fundamental theme of planning policies. In London, the Greater London Authority has been established with the Mayor and Assembly overseeing strategic decision-making on development in the capital, and responsibility for production of a spatial development strategy ‘The London Plan’ (February 2004). The London Plan replaces existing strategic planning guidance, and Barnet’s UDP must be in ‘general conformity’ with it.</u></p>	To update text
4	Paragraph 1.3.3	<p>Modified wording: (New Wording) <u>Planning Policy Guidance Notes 1¹, 6 and 12 have been superseded by new Planning Policy Statements 1,6 and 12 (PPS 1, PPS 6 and PPS 12).</u></p> <p><u>PPS1 - Delivering Sustainable Development (2005) states that ‘good planning is a positive and proactive process operating in the public interest through a system of plan preparation and control over the development or use of land’. It sets-out the Government’s vision for planning and the key policies and principles which should underpin the planning system, built around the themes of sustainable development, the spatial planning approach and community involvement.</u></p> <p><u>PPS6 – Planning for Town Centres (2005) sets out the Government’s planning policies relating to the future of town centres, and their main uses. The Government’s key objective for town centres is to promote their vitality and viability.</u></p> <p><u>PPS12 – Local Development Frameworks (2004) sets out the Government’s policy on the preparation of</u></p>	Add new paragraph to update text

		<u>local development documents which will comprise the local development framework. Planning Policy Guidance Note 12 (PPG12) remains in operation for those development plans still being prepared under the 1999 Development Plan Regulations.</u>																												
5	Footnote Para 1.3.3	New wording: Although PPS 1 and PPS 6 supersede PPG 1 and PPS 6 reference is made to the latter documents because of their significance in the preparation of the UDP.	Update text and in accordance with Inspector’s recommendation 8.9 (iv).																											
6	Paragraph 1.7.2	<p>Current wording: The stages with preliminary dates and period allowed for objections are as follows:</p> <table border="1"> <thead> <tr> <th>Plan Stage</th> <th>Preliminary Date for Plan Stage</th> <th>Statutory Period for Comments After Plan Stage Met</th> </tr> </thead> <tbody> <tr> <td>Pre-deposit</td> <td>April 2000</td> <td>None</td> </tr> <tr> <td>1st Deposit</td> <td>July 2000</td> <td>6 weeks plus time to discuss any changes with interested parties</td> </tr> <tr> <td>2nd Deposit</td> <td>March 2001</td> <td>6 weeks plus time to discuss only those changes made by the authority as a result of previous stage.</td> </tr> <tr> <td>Public Local Inquiry</td> <td>To be confirmed</td> <td>-</td> </tr> <tr> <td>Inspector’s report</td> <td>To be confirmed</td> <td>-</td> </tr> <tr> <td>Post-inquiry proposed modifications</td> <td>To be confirmed</td> <td>6 weeks</td> </tr> <tr> <td>Possible second post-inquiry modification made as a result of consultation</td> <td>To be confirmed</td> <td>None</td> </tr> <tr> <td>Adoption</td> <td>To be confirmed</td> <td>None</td> </tr> </tbody> </table>	Plan Stage	Preliminary Date for Plan Stage	Statutory Period for Comments After Plan Stage Met	Pre-deposit	April 2000	None	1 st Deposit	July 2000	6 weeks plus time to discuss any changes with interested parties	2 nd Deposit	March 2001	6 weeks plus time to discuss only those changes made by the authority as a result of previous stage.	Public Local Inquiry	To be confirmed	-	Inspector’s report	To be confirmed	-	Post-inquiry proposed modifications	To be confirmed	6 weeks	Possible second post-inquiry modification made as a result of consultation	To be confirmed	None	Adoption	To be confirmed	None	To Update text
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Modified wording:

Replace existing timetable with the following;

The stages with preliminary dates and period allowed for objections are as follows:-

Plan Stage	Preliminary Date for Plan Stage	Statutory Period for Comments After Plan Stage Met
Pre-deposit	April 2000	None
1 st Deposit	July 2000	6 weeks plus time to discuss any changes with interested parties
2 nd Deposit	March 2001	6 weeks plus time to discuss only those changes made by the authority as a result of previous stage.
Public Local Inquiry	March to May 2004	
Inspector’s report	November 2004	
Post-inquiry proposed modifications	July 2005	6 weeks
Possible second post-inquiry modification made as a result of consultation		None
Adoption	November / December 2005	None

7	Paragraph 1.8.1	<p>Current wording: In order to accommodate the growth of 3.8 million extra household numbers in England between 1996 and 2021 mostly on brownfield sites that are derelict, vacant and underused, state intervention is required to channel private sector investment to these sites and limit greenfield land release. The Urban</p>	To update text
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		<p>Task Force study “Towards an Urban Renaissance” published in June 1999 will provide a basis for a White Paper by the Government prior to legislation. This sought to identify the causes of urban decline in England and recommend practical solutions to bring people back into cities, town and urban neighbourhoods. Overall the report seeks to encourage a change in the culture and values of living in town and city centres to ensure a market for these sites and their regeneration.</p> <p>Modified wording: In order to accommodate the growth of 3.8 million extra household numbers in England between 1996 and 2021 mostly on brownfield sites that are derelict, vacant and underused, state intervention is required to channel private sector investment to these sites and limit greenfield land release. The Urban Task Force study “Towards an Urban Renaissance” published in June 1999 will provide a basis for a White Paper by the Government prior to legislation. <u>The Urban White Paper (2000) developed the recommendations forwarded by the Lord Rogers Task Force report on cities, towns and suburbs.</u> This sought to identify the causes of urban decline in England and recommend practical solutions to bring people back into cities, town and urban neighbourhoods. Overall the report seeks <u>White Paper sought</u> to encourage a change in the culture and values of living in town and city centres to ensure a market for these sites and their regeneration.</p>	
8	Paragraph 1.8.4	<p>Current wording: The integration of land use planning and transport planning is to be encouraged through the co-ordination of Regional Transport Strategies (RTS) and local transport plans with the UDP. The RTS will be produced as an Integrated Transport Strategy (ITP) by the Greater London Authority and locally by Barnet. This will ensure that the implications of transport investment, the need to safeguard sites and the widening of transport choice will be taken into account in the UDP. Planning decisions will also have implications for transport plans, such as decisions on the location of uses that generate a high number of visits in retail, leisure and employment generating developments.</p> <p>Modified wording: Replace current wording with the following: <u>The integration of land use planning and transport planning is vital to ensure that developments are provided with a satisfactory level of accessibility and to avoid overwhelming the existing transport network. This integration is especially important at and between both the regional and local levels. In London, the Mayor's Transport Strategy (MTS)(2001) sets out the transport vision for London as a whole and boroughs are developing Local Implementation Plans (LIP) to set out how the strategy will be implemented at a local level. Issues arising from local transport and development needs also need to be taken into account in developing the regional strategy.</u></p> <p><u>Development and regeneration can provide opportunities and funding for improvements to the transport system, but can also have a negative effect on the operation of the existing transport network. It is vital</u></p>	To update text

		<u>that planning guidance and decisions strike a balance between the conflicts which inevitably occur to ensure the delivery of truly sustainable development.</u>	
9	Paragraph 1.8.5	<p>Current wording:</p> <ul style="list-style-type: none"> ▪ Effective protection of the environment and the prudent use of natural resources. The use of water, land and mineral resources can be assessed through environmental appraisals of policies, as distinct from Environmental Impact Assessments for particular planning applications. For the UDP this has been undertaken in two separately produced studies: ▪ a “Policy Impact Analysis” for each topic chapter; and ▪ a larger table called a “Policy Compatibility Analysis” ensuring that all policies in the UDP are consistent with each other. ▪ These studies do not have to be included in the UDP but do inform it. <p>Modified wording:</p> <ul style="list-style-type: none"> ▪ Effective protection of the environment and the prudent use of natural resources. The use of water, land and mineral resources can be assessed through environmental appraisals of policies, as distinct from Environmental Impact Assessments for particular planning applications. For the UDP this has been undertaken in two separately produced studies; <u>Two separate studies were undertaken which informed production of the UDP, but did not form part of the document:</u> ▪ a “Policy Impact Analysis” for each topic chapter; and ▪ a larger table called a “Policy Compatibility Analysis” ensuring that all policies in the UDP are consistent with each other. <p>These studies do not have to be included in the UDP but do inform it.</p>	To update text
10	Paragraphs 1.9.1 to 1.9.4	<p>Current wording:</p> <p>General</p> <p>1.9.1 As background to all policies in the UDP are the following regional issues:</p> <ul style="list-style-type: none"> • RPG9: Regional Planning Guidance for the south East: in (1994) that is being updated by a new strategy with a draft produced in March 2000. • RPG3: Strategic Guidance for London Planning Authorities published by the Government Office for London in May 1996. • The creation of a Greater London Authority (GLA) on 3 July 2000 under the Greater London Act 1999, headed by a Mayor and Assembly to take on the responsibilities of a number of organisations managing Greater London’s strategic functions since the abolition of the Greater London Council in 1986. <p>1.9.2 The draft South East Regional Strategy has the following objectives:</p>	To update text

		<ul style="list-style-type: none"> • to produce a more sustainable pattern of development; • to address the issues of urban decline and promote an “urban renaissance”; and • to co-ordinate infrastructure provision. <p>It states that an average of 43,000 dwellings a year should be constructed in the south-east outside London (rest of southeast – ROSE) and 23,000 dwellings a year within London.</p> <p>1.9.3 Strategic Guidance for London (RPG3) provides advice on topics for UDPs that require London-wide co-ordination, research and policies such as transport, housing provision, retailing, waste, the open environment and the economy. It states that an extra 234,100 housing units are to be provided in London between the years 1992 and 2006 with Barnet providing 10,800 of these. Recent research in conjunction with the London Planning Advisory Committee (LPAC) proposed a provision of 17,780 additional dwellings between 1997 and 2016 in Barnet (including non-self contained accommodation).</p> <p>1.9.4 The Greater London Authority (GLA) will be headed by a Mayor of London and a London Assembly of 25 members working full time with an election to office every four years. The GLA will have ultimate responsibility for producing:</p> <ul style="list-style-type: none"> • an integrated transport strategy for London for a new body called Transport for London (TfL) to manage all London’s public transport and important roads and associated infrastructure, • A State of the Environment Report, • The London Biodiversity Action Plan, • A Municipal Waste Management Strategy, • The London Air Quality Strategy, • The London Ambient Noise Strategy, • The Culture Strategy, • The Energy Strategy, • an Economic Development Strategy and Regeneration Strategy for a new body called the London Development Agency (LDA); and • a Spatial Development Strategy to provide a strategic overview of planning in London that is likely to cover issues dealt with in RPG3 with the Mayor having discretion on the topics covered. <p>Under Section 344(2) and 344(3) of the Greater London Act 1999 new sections are introduced to the Town and Country Planning Act 1990 (12(3C) and 12(7)) to ensure that Part 1 and Part II policies of all London UDPs are in general conformity with the Mayor’s Spatial Development Strategy.</p> <p>Modified wording: Delete paragraphs 1.9.1 to 1.9.4 and replace with:</p>	
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		<p>1.9.1 <u>The regional strategic planning context for the UDP is provided by the spatial development strategy for London, the Mayor’s London Plan (February 2004). Within the London Plan, the Mayor identifies six objectives which UDP policies should take fully into account. They are:</u></p> <ul style="list-style-type: none"> ▪ <u>accommodating London’s growth within its boundaries without encroaching on open spaces;</u> ▪ <u>making London a better city for people to live in;</u> ▪ <u>making London a more prosperous city, with strong and diverse economic growth;</u> ▪ <u>promoting social inclusion, tackling deprivation and discrimination;</u> ▪ <u>improving London’s accessibility, and;</u> ▪ <u>making London a more attractive, well-designed and green city.</u> <p>1.9.2 <u>As well as the London Plan, the Mayor is required to produce other strategies for the capital, which include:</u></p> <ul style="list-style-type: none"> • <u>transport</u> • <u>Green Capital - A State of the Environment Report</u> • <u>London Biodiversity Action Plan</u> • <u>Rethinking Rubbish in London - A Municipal Waste Management Strategy</u> • <u>London Air Quality Strategy</u> • <u>Sounder City - The London Ambient Noise Strategy</u> • <u>Culture Strategy</u> • <u>Energy Strategy</u> • <u>Economic Development Strategy</u> 	
11	Paragraphs 1.9.6 and 1.9.7	<p>Current wording:</p> <p>1.9.6 London Wide Context The population of London will increase over the period 1996 – 2011 from 7.07 million to 7.54 million (a 6.7% increase). As of 1998, single persons make up 31% of households in London compared to 28% nationally. 11% of London’s households comprise lone parents with 29% of London’s families with children being lone parents (compared to a national average of 21%) rising to 39% in Inner London as of 1996. Over the period 1996-2021 it is estimated that the number of households is likely to grow by 600,000 with a minimum of 70% of this due to the growth in one person households with half of these to be divorced or separated and the other half to have never lived with a partner. Currently in terms of preference 32% of one person households prefer one bedroom properties, 43% 2 bedrooms and 25% 3 bedrooms (LPAC report 50/98). This illustrates the important changes in demand affecting all policies in the plan.</p> <p>1.9.7</p>	To update text

		<p>London as a whole between 1985 and 1993 provided approximately 80% of its new housing on previously developed land, compared with a national average of 49%, and this is set to continue.</p> <p>Modified wording: Replace current wording with the following: 1.9.6 <u>In 2003, the population of London was estimated to be more than 7.3 million people, based upon the government’s 2001 mid-year estimates. According to the census, the number of lone parent households in Greater London more than doubled from 132,822 to 274,597 between the years 1991 and 2001. In addition, the number of households with a single adult and no children rose from 880,526 to 1,046,888, representing a rise from 31.9% to 34.7% of all households. Using various scenarios, the Mayor’s London Plan assumed a population growth for the capital of 800,000 people to 2016. This projected growth could lead to a possible increase of 336,000 households over the next 15 years, thereby creating a total of around 3.4 million households in London - equivalent to 22,400 additional households each year. However, this did not address the issue of existing need. Based upon estimates from The Housing Commission, an annual figure of 11,200 additional dwellings would be required to achieve the Mayor’s objective of meeting need, thereby creating a total forecast demand of 33,600 new homes in London each year. Following an Examination in Public, the London Plan included a policy target of 30,000 additional homes per year from all sources. In the case of Barnet, this equated to total target of 17,780 additional homes over the period 1997 to 2016. (The London Plan February 2004)</u></p>	
12	Paragraphs 1.9.9 to 1.9.13	<p>Current wording: 1.9.9 The following provides a comparison between population statistics of 1991 and forecasts.</p> <p>1.9.10 As a base point, the resident population of Barnet in 1991 was 299,946 persons of which 81.5% were white and 28% of all households comprised one person. In 1998 the population rose to 331,548 (a 10% increase). Persons aged 65 and over numbered 47,850 or 16% of the population. The wards with the highest proportion of persons of non-white ethnic origin were Colindale and West Hendon at 32.7% and 34.9% of the population respectively. Arkley and East Barnet wards had the lowest proportion at 7.9% and 7.4%. Socio-economic groups (SEGs) are numbered from 1 to 9 with the higher earners generally being in SEGs 1 to 4. Hampstead Garden Suburb and Finchley wards had the highest proportion in SEG1 (managers and administrators) at 33% and 28.5% of the population respectively whereas the lowest proportions were in Burnt Oak and Colindale at 9.8% and 14% respectively. These figures indicate a diversity in income and ethnicity across Barnet.</p> <p>Forecasts</p>	To update text

		<p>1.9.11 Based on a dwelling constrained projection, that assesses population growth in the context of the capacity of the urban area to absorb it, it is projected that there is likely to be an increase of 5.6% (18,000 persons) in the overall population in the borough between 1996 and 2016. The number of households is projected to increase by 12% from 125,000 to 140,000 over this period (GLA, August 2000). Another projection based on unconstrained growth states that there will be a 52,000 growth in population (31%) and 102,000 growth in households (24%) in Barnet over the same period. One person households will rise to 38% of all households by the year 2016 (Table 1). The number of persons aged 65 and over has declined to 45,354 persons or 13.7% of the population as of 1998, from 47,850 persons (16%) in 1991, and is expected to reach a lower level of 39,580 persons (12%) in the year 2016. National statistics forecast a rise in the numbers of those aged over 65 nationally after the year 2001.</p> <p>1.9.12 The proportion of population of ethnic minority origin will increase by the year 2011 to 24.6% as shown in Table 2 with the Indian group being the largest. No data is available on the breakdown of population by religion.</p> <p>1.9.13 These changes illustrate how Barnet will be increasingly cosmopolitan. There will be increased demand for housing, leisure and community facilities particularly for religious groups and for public transport and health facilities, although lower demands from elderly persons may reduce demand for care homes.</p> <p>Modified wording Replace current text with the following:</p> <p><u>1.9.9</u> <u>Following the 2001 Census, the Office for National Statistics revised its past population estimates for all local authorities. In the case of Barnet that revision has been downwards, suggesting that previous inter-census estimates considerably inflated the true population. However, it is still clear that the borough’s population is rising: recent revised estimates suggest a steady increase from 319,500 in 2001 and 324,400 in 2003. Households are estimated to have increased from 131,00 to 135,000 over the same period. This 2003 estimate is approximately equal to the 135,300 households projected for Barnet by the GLA for 2011 in projections benchmarked to scenario 8.1, the set used for the London Plan.</u></p> <p><u>1.9.10</u> <u>The 2001 Census and other data indicate a diversity in income and ethnicity across the borough. Thus, on an index recently produced by the GLA, Barnet is ranked as the twentieth most ethnically diverse district in England. The largest ethnic minority groups are Indian and Black African and Barnet also has the highest proportion of Jewish residents of any local authority. The proportion of the population</u></p>	
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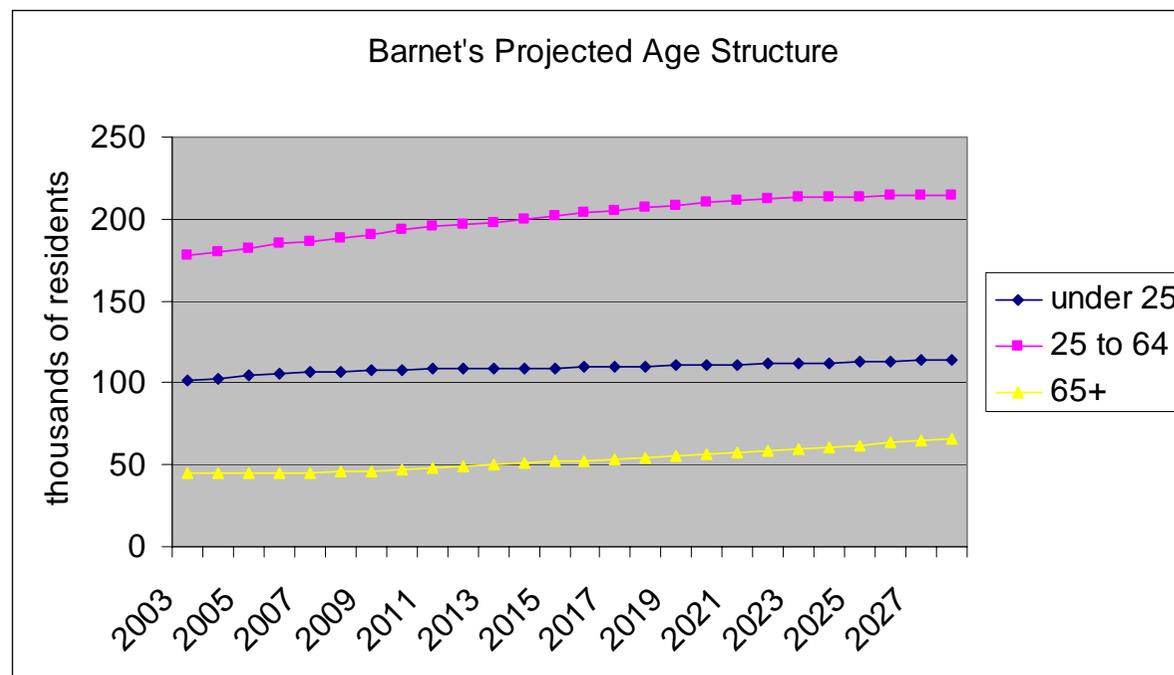
describing itself as belonging to ethnic groups other than White British, White Irish and White Other varies at ward level from 11% in High Barnet to 48% in Colindale.

The English Index of Deprivation 2004, indicates that two areas in Colindale are within the 11% of most deprived areas in the country while another in Oakleigh is within the 5% of least deprived areas.

The borough’s 2003 estimated population of 324,400 is broken down into the following broad age groups:

Under 20	79,900	25%
20 to 59	186,500	57%
60+	58,000	18%

These broad categories are likely to increase as following, regardless of any contribution by the large scale developments scheduled for the borough up to 2016.



ONS 2003 based projections

1.9.11

		<p><u>A comparison of 1991 and 2001 household data from the census shows an increase in one adult households from 29% of the total to 31%. Over the same period the number of lone parents rose from 3,667 to 9,130.</u></p> <p><u>1.9.12</u> <u>Ethnic projections based on the 2001 census will be available shortly from the GLA, but current data suggests that the borough’s Black African population will be among those groups likely to increase most rapidly.</u></p> <p><u>1.9.13</u> <u>These changes illustrate how Barnet will become increasingly cosmopolitan. There will be increased demand for housing, leisure and community facilities particularly for religious groups and for public transport and health facilities. although lower demands from elderly persons may reduce demand for care homes. Numbers of elderly persons will remain largely static over the coming four to five years, but are likely to increase sharply thereafter, which may affect the demand for care homes.</u></p>																						
13	Tables 1 and 2	<p>Current wording:</p> <hr/> <p>Table 1: Projected Proportions of Household Types to 2016 (Figures are percentages, except total households which is in thousands)</p> <table border="1" data-bbox="544 863 1733 1018"> <thead> <tr> <th>Year</th> <th>One</th> <th>Married</th> <th>Cohabiting</th> <th>Lone</th> <th>Other</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1996</td> <td>30.0</td> <td>47.8</td> <td>6.0</td> <td>5.4</td> <td>10.7</td> <td>127.9</td> </tr> <tr> <td>2016</td> <td>38.1</td> <td>36.0</td> <td>6.5</td> <td>5.8</td> <td>13.7</td> <td>140.0</td> </tr> </tbody> </table> <p>(Sources: 1996 figures: Focus on London 1999, London Research Centre Government Office for London, Office for National Statistics 2016 figures: London Housing Statistics 1998, London Research Centre)</p> <p>Table 2: Changes in Ethnic Composition in Barnet</p> <hr/>	Year	One	Married	Cohabiting	Lone	Other	Total	1996	30.0	47.8	6.0	5.4	10.7	127.9	2016	38.1	36.0	6.5	5.8	13.7	140.0	To update
Year	One	Married	Cohabiting	Lone	Other	Total																		
1996	30.0	47.8	6.0	5.4	10.7	127.9																		
2016	38.1	36.0	6.5	5.8	13.7	140.0																		

		<table border="1"> <tr> <td>Indian</td> <td>8</td> <td>7.73</td> </tr> <tr> <td>Other Asian</td> <td>4.32</td> <td>5.21</td> </tr> <tr> <td>Black African</td> <td>3</td> <td>3.76</td> </tr> <tr> <td>Chinese</td> <td>1.61</td> <td>1.84</td> </tr> <tr> <td>Pakistani</td> <td>1.06</td> <td>1.22</td> </tr> <tr> <td>Black Caribbean</td> <td>1.03</td> <td>0.91</td> </tr> <tr> <td>Black Other</td> <td>0.68</td> <td>0.8</td> </tr> <tr> <td>Bangladeshi</td> <td>0.33</td> <td>0.34</td> </tr> <tr> <td>Other</td> <td>2.49</td> <td>2.79</td> </tr> <tr> <td>Total Non-White</td> <td>22.5%</td> <td>24.6%</td> </tr> <tr> <td></td> <td>(70,537)</td> <td>(81290)</td> </tr> </table> <p>Source: 1991 Round of London Research Centre Ethnic Group Projection</p> <p>Modified wording: Delete both tables</p>	Indian	8	7.73	Other Asian	4.32	5.21	Black African	3	3.76	Chinese	1.61	1.84	Pakistani	1.06	1.22	Black Caribbean	1.03	0.91	Black Other	0.68	0.8	Bangladeshi	0.33	0.34	Other	2.49	2.79	Total Non-White	22.5%	24.6%		(70,537)	(81290)	
Indian	8	7.73																																		
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14	Paragraph 1.12.1	<p>Current wording: 1.12.1 Tourism attractions include the RAF Museum, Colindale, and the Museum of Jewish Life. The countryside and shopping facilities are also considered tourist attractions</p> <p>Modified wording: 1.12.1 Tourism attractions include the RAF Museum, Colindale, and the Museum of Jewish Life, <u>and the Arts Depot in North Finchley</u>. The countryside and shopping facilities are also considered tourist attractions</p>	To update text																																	
15	Paragraph 1.15.1	<p>Current wording: Consultation The additions, indicated by underlined text, and the deletions of text that are struck through with a line, to this revised deposit version of the UDP are open to anyone to comment upon either as an objection or in support and are available for public inspection. It is important to register your support for policies as others may object to these same policies.</p>	To update text																																	

	Paragraph 1.15.2	<p>To comment you will need to use one form for each topic area you wish to comment upon and these are available at the address below:- Strategic Planning & Economic Development Development & Regeneration Service London Borough of Barnet Barnet House 1255 High Road Whetstone LONDON N20 0EJ</p> <p>Telephone: 020 8359 4990</p> <p>Modified wording:</p> <p>Delete paragraphs 1.15.1 and 1.15.2 which refer specifically to the UDP review process</p>	
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CHAPTER 2: STRATEGIC POLICIES

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
16	Paragraph 2.1.2 (Overview)	<p>Current wording: Current guidance contained in the government’s Planning Policy Guidance Note (PPG) 12 Development Plans (1999) advise that Part I should provide a strategic framework within which detailed policies can then be framed in Part II of the UDP.</p> <p>Modified wording: Current guidance contained in the Government’s Planning Policy Guidance Note (PPG) 12 Development Plans (1999) advises that Part I should provide a strategic framework within which detailed policies can then be framed in Part II of the UDP. <u>PPG 12 has been replaced by Planning Policy Statement (PPS) 12 – Local Development Frameworks (2004), which sets out the Government’s policy on the preparation of local development frameworks. PPG 12 still remains in operation for those development plans being prepared under the 1999 Development Plan Regulations.</u></p>	To update text
17	Policy GSD (Sustainable development) Para 2.3.1 (i)	<p>Current wording: Guiding Principles</p> <p>The principles that will guide development in the borough throughout the plan period are as follows: i. To plan for sustainable development: <ul style="list-style-type: none"> ▪ to ensure that planning decisions are made in accordance with the principles of sustainable development. The meaning of sustainable development used by the council is meeting the essential needs of people today without destroying the environment for future generations who will depend on it to meet their own needs. However, policies in development plans should complement the land – use planning aspects of sustainable development and must be capable of being addressed through the land use planning system.</p> <p>Modified wording: i To plan for sustainable development: <ul style="list-style-type: none"> ▪ to ensure that planning decisions are made in accordance with the principles of sustainable development. The meaning of sustainable development used by the council is meeting the essential needs of people today without destroying the environment for future generations who will depend on it to meet their own needs. However, policies in development plans should complement the land – use planning aspects of sustainable development and must be capable of being addressed through the land use planning system.</p>	In accordance with the Inspector’s recommendation 2.5(i)

18	Policy GSD (Sustainable development) Para 2.3.2	<p>Current wording: 2.3.2 The UDP will ensure that planning decisions are made in accordance with the principles of sustainable development, particularly the need to encourage development that provides opportunities, services and prosperity today which continues for future generations.</p> <p>Modified wording: 2.3.2 The UDP will ensure that planning decisions are made in accordance with the principles of sustainable development, particularly the need to encourage development that provides opportunities, services and prosperity today which continues for future generations. <u>Policies contained within the UDP will encourage a more efficient re-use of land; protection of natural resources including the Green Belt; preservation or enhancement of the built environment; and the development of well-connected, higher-density, mixed-use schemes in appropriate locations which reduce the need to travel to jobs, shops and other services. The Council adopted the ‘Three Strands Approach’ (November 2004) to protect the Green Belt and suburbs, whilst addressing the demands for additional housing accommodation within the borough. This council policy aligns with the UDP.</u></p>	In accordance with the Inspector’s recommendation 2.5 (ii)
	Policy GBEnv2 (Design)	See Chapter 4	In accordance with the Inspector’s recommendation 2.12
	Policy GBEnv4 (Special areas Table 5.1 and Proposals Map)	See Chapter 5, Table 5.1 cross-refer to Proposals Map	In accordance with the Inspector’s recommendation 2.16
	Policy GGreen Belt	See Chapter 5	In accordance with the Inspector’s recommendation 2.18
	Policy GL3 (Outdoor recreation)	See Chapter 6	In accordance with the Inspector’s recommendation 2.20
	Policy GH1 (New households)	See Chapter 8	In accordance with the Inspector’s recommendation 2.22

	Policy GH3 (affordable housing provision)	See Chapter 8	Do NOT agree with the Inspector’s recommendation 2.24
	Policy GEMP4 (protection of employment land)	See Chapter 10	In accordance with the Inspector’s recommendation 2.26
	Policy Gcrick (Cricklewood, West Hendon Regeneration Area)	See Chapter 13	In accordance with the Inspector’s recommendation 2.28
	Policy Gmon (Monitoring)		Do NOT agree with Inspector’s recommendation 2.30. The council will prepare an annual monitoring report update. This will consider the effects of the UDP policies on the borough’s quality of life.

CHAPTER 3: ENVIRONMENTAL RESOURCES

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
19	Section 2.4 Paragraph 2.4.4	<p>Current wording: For certain new developments Environmental Statements are necessary which are an effective vehicle for ensuring that the likely effects of new development on the environment are fully appraised and taken into account before a decision is made. An Environmental Impact Assessment (EIA) is required for all development of a type listed in Schedule 1 of the Regulations. The council will use its discretionary powers to require an EIA for development of a type in Schedule 2 of the Regulations where it is demonstrated that this is necessary. The council will, in conjunction with interested and experienced local and regional organisations, devise criteria to be assessed in such statements. Guidance and procedures are set out in Circular 2/99 Environmental Impact Assessments, and Town and Country Planning (Environmental Impact Assessments) (England and Wales) Regulations 1999.</p> <p>Modified wording: For certain new developments Environmental Statements are necessary which are an effective vehicle for ensuring that the likely effects of new development on the environment are fully appraised and taken into account before a decision is made. An Environmental Impact Assessment (EIA) is required for all development of a type listed in Schedule 1 of the Regulations. The council will use its discretionary powers to require an EIA for development of a type in Schedule 2 of the Regulations where it is demonstrated that this is necessary <u>where a test has shown that there is expected to be a significant effect upon the environment.</u> The council will, in conjunction with interested and experienced local and regional organisations, devise criteria to be assessed in such statements. Guidance and procedures are set out in Circular 2/99 Environmental Impact Assessments, and Town and Country Planning (Environmental Impact Assessments) (England and Wales) Regulations 1999.</p>	In accordance with the Inspector’s recommendation 3.7(ii)
20	National and Regional Planning Policy Context, Paragraphs 3.1.3 to 3.1.9	<p>Current wording: 3.1.3 The Government’s objectives for the environment are set out in a series of planning policy guidance notes (PPGs). PPG1 General Policy and Principles (1997) emphasises the Government’s commitment to sustainable development. The guidance states that local authorities should adopt a sustainable planning framework that:</p> <ul style="list-style-type: none"> • provides for the nation’s needs for commercial and industrial development, food production, minerals extraction, new homes and other buildings whilst respecting environmental objectives; • uses already developed areas in the most efficient way, while making them more attractive places in which to live and work; 	To update text In accordance with the Inspector’s recommendation 3.7(iii)

		<ul style="list-style-type: none"> • conserves both the cultural heritage and natural resources taking particular care to safeguard designations of national and international importance; and • shapes new development patterns in a way which minimises the need to travel. <p>3.1.4 PPG12 - Development Plans (1999) places emphasis on taking environmental considerations into account when preparing development plans and provides advice on what environmental issues to consider. The guidance makes reference to the need for policies on pollution, energy conservation, flood prevention, hazardous installations, the protection of groundwater and the provision of adequate infrastructure. In addition, UDPs are required to include policies on minerals and waste.</p> <p>3.1.5 PPG13 - Transport (1994 and draft 1999) encourages the development of policies which seek to reduce the need to travel. PPG23 - Planning and Pollution Control (1994) and PPG 24 Noise (1994) give advice on determining appropriate locations for development that may give rise to pollution or noise.</p> <p>3.1.6 PPG22 - Renewable Energy (1993) states that authorities should conduct a survey to identify the potential of renewable energy in their area. The guidance recommends that Part I of a UDP should include general policies on renewable energy, including general locations for any projects. Part II of UDP should have detailed policies and broad locations or specific sites for renewable energy.</p> <p>3.1.7 PPG10 - Planning and Waste Management (1999) encourages the inclusion of policies that identify sites or contain criteria for waste management facilities, consider all options for managing any waste generated and ensure that there are adequate facilities in place to prevent transporting waste long distances for disposal. In addition Government guidance on waste is set out in their strategy 'Waste Strategy 2000' (2000). This strategy states that the drive to a more sustainable waste management, with its lessening reliance on landfill sites, means that there will be a greater need for waste sorting and bulking depots, and materials and energy recovery facilities, in the future. This document sets out and explains the waste management principles such as Best Practicable Environmental Option, the proximity principle (which considers how far waste is transported) and the waste hierarchy (reduce, reuse, recover, recycle and dispose).</p> <p>3.1.7a Draft PPG25 - Development and Flood Risk (2000) advises that the susceptibility of land to flooding is a material planning consideration and that the Environment Agency has a lead role in providing advice on flood issues. It advises that policies in UDPs should outline the considerations which will be given to flood issues, recognising the uncertainties that are inherent in predicting flooding. Planning decisions should apply the precautionary principle to the issue of flood risk, avoiding such risk where possible and managing it elsewhere. Developers should contribute towards the cost of flood defences required as a consequence of the development. Also, UDP policies should recognise that flood risk management needs to be applied on a whole-catchment basis and should not be restricted to flood plains.</p>	
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21	Borough Context Paragraph 3.1.10	<p>Current wording: Other work carried out by the council in this area includes an Environmental Policy Statement which contains a set of environmental aims for the council to achieve, and a Sustainability Status Report which contains 33 sustainability indicators measuring a range of environmental, social and economic trends in the borough. The theme of environmental protection is one of the guiding principles of this Plan: <i>“to enhance the quality of the natural and built environment through ensuring that new development improves the quality of life for all Barnet’s residents”.</i></p> <p>Modified wording: Other work carried out by the council in this area includes an Environmental Policy Statement which contains a set of environmental aims for the council to achieve, and a Sustainability Status Report which contains 33 sustainability indicators measuring a range of environmental, social and economic trends in the borough. <u>The Council has committed itself to protecting the environment of the borough through the</u></p>	To update text

		<p><u>‘Three Strands Approach’</u>. The theme of environmental protection is one of the guiding principles of this Plan: <i>“to enhance the quality of the natural and built environment through ensuring that new development improves the quality of life for all Barnet’s residents”.</i></p>	
22	Policy GEA (Environmental impact)	<p>Current wording: Policy GEA The council will take full account of all aspects of potentially significant environmental impact when assessing development proposals. Where a development is listed under schedule 1 & 2 of the relevant regulations and is likely to have a significant effect on the environment the council will require an environmental statement to be provided by the developers.</p> <p>Modified wording: Policy GEA The council will take full account of all aspects of potentially significant environmental impact when assessing development proposals. Where a development is listed under schedule 1 & 2 of the relevant regulations and is likely to have a significant effect on the environment the council will require an environmental statement to be provided by the developers. <u>For development defined in the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 as Schedule 2, the Council will follow the guidance of DETR Circular 2/99 to determine whether it is likely to have a significant effect upon the environment and thereby require an environmental statement.</u></p>	In accordance with the Inspector’s recommendation 3.7(i)
23	Paragraph 3.3.2	<p>Current wording: Consideration in all developments should be given to energy efficiency and renewable forms of energy, particularly passive solar design. Proposals including such measures will be treated favourably. There are many opportunities for renewable energy in Barnet. Energy efficient measures and passive solar design can be incorporated into most forms of development at no extra costs. Other forms of renewables that are feasible in the borough and are particularly encouraged include solar water heating and photovoltaics. Renewable energy can also be sourced from waste, through for example, anaerobic digestion, pyrolysis (heating waste in a closed container without oxygen), and small scale combined heat and power. Electricity from renewables can be purchased through the grid from most electricity suppliers, which should always be considered if renewables are not appropriate on the site.</p> <p>Modified wording: Consideration in all developments should be given to energy efficiency and renewable forms of energy, particularly passive solar design. Proposals including such measures will be treated favourably. There are many opportunities for renewable energy in Barnet. Energy efficient measures and passive solar design can be incorporated into most forms of development at no extra costs. Other forms of renewables that are</p>	In accordance with the Inspector’s recommendation 3.15 (iii)

		feasible in the borough and are particularly encouraged include solar water heating and photovoltaics. <u>There are a number of methods that are likely to be economically viable or attractive in Barnet (according to advice in DETR Paper 55 Renewable Energy in the UK) such as solar water heating, photovoltaics, passive ventilation, passive solar design, biomass fuelled combined heat and power, biomass boilers and building mounted wind turbines. As stated in the annex to PPS22 (2004), photovoltaic arrays make no sound, but have a visual impact, which will need to be considered.</u> Electricity from renewables can be purchased through the grid from most electricity suppliers, which should always be considered if renewables are not appropriate on the site.	
24	Paragraph 3.3.5	<p>Current wording: The Home Energy Conservation Act 1997 places a duty upon all local authorities to improve the level of energy efficiency in all of their houses by 30% over 10 years. Energy Action Areas (EAA) have been introduced in Barnet to help improve the energy efficiency of the borough’s housing in line with the Act.</p> <p>Modified wording: The Home Energy Conservation Act 1997 places a duty upon all local authorities to improve the level of energy efficiency in all of their houses by 30% over 10 years. <u>Since then,</u> Energy Action Areas (EAA) have been introduced in Barnet to help improve the energy efficiency of the borough’s housing in line with the Act.</p>	In accordance with the Inspector’s recommendation 3.15 (iii)
25	Para 3.3.7	<p>Current wording: Transport accounts for a large proportion of energy consumption, therefore development should be planned to reduce the need to travel. Facilities should also be provided for cyclists and pedestrians to encourage travel by non-motorised modes of transport. The council will seek to protect petrol filling stations near to the principal road network and where there is the possibility of installing equipment to provide alternative fuels for vehicles. Mixed use developments give people the option to live, work and relax in one area which can reduce the need to travel and provide opportunities for energy savings. The council will seek to encourage this through policies elsewhere in the UDP.</p> <p>Modified wording: Transport accounts for a large proportion of energy consumption, therefore development should be planned to reduce the need to travel. Facilities should also be provided for cyclists and pedestrians to encourage travel by non-motorised modes of transport. The council will seek to protect petrol filling stations near to the principal road network and where there is the possibility of installing equipment to provide alternative fuels for vehicles. <u>favourably consider plans to install equipment to provide alternative vehicle fuels where it is safe to do so.</u> Mixed use developments give people the option to live, work and relax in one area which can reduce the need to travel and provide opportunities for energy savings. The council will seek to encourage this through policies elsewhere in the UDP.</p>	In accordance with the Inspector’s recommendation 3.15 (i) and (ii)

<p>26</p>	<p>Policy Env3 paragraph 3.3.8</p>	<p>Current wording: The Government's National Waste Strategy (2000) sets out specific targets for waste and recycling over the period covered by the UDP. For commercial and industrial waste, the target for 2005 is to reduce the quantity landfilled to 85% of the figure for 1998. In the case of municipal and household waste, the aim is to 'recover value' from 40% of waste arising by 2005, from 45% by 2010, and from 67% by 2015. ('Recover value'. means composting, recycling or other forms of material recovery such as anaerobic digestion or energy recovery). Relevant guidance on waste management is contained in RPG3 and in due course, the Mayor will produce a Municipal Waste Management Strategy for London that will provide the strategic framework for the boroughs. The waste management licensing regime is controlled by the Environment Agency with the aim of preventing and minimising the effects of pollution on the environment. The UDP's land use policies and proposals provide a basis for development control decisions. In addition, the council is preparing a waste minimisation strategy that will address the national targets for recycling and composting in the borough in the period to 2003.</p> <p>Modified wording: The Government's National Waste Strategy (2000) sets out specific targets for waste and recycling over the period covered by the UDP. For commercial and industrial waste, the target for 2005 is to reduce the quantity landfilled to 85% of the figure for 1998. <u>London's Municipal Waste Management Strategy supersedes the national standards and for municipal and household waste the targets are:</u></p> <ul style="list-style-type: none"> • <u>in 2005 to recycle or compost at least 25 per cent of household waste and recover value from 40 per cent of municipal waste.</u> • <u>in 2010 to recycle or compost at least 30 per cent of household waste and recover value from 45 per cent of municipal waste and</u> • <u>in 2015 to recycle or compost at least 33 per cent of household waste and recover value from 67 per cent of municipal waste.</u> <p><u>The Municipal Waste Management Strategy sets out further statutory standards for Waste Disposal and Waste Collection Authorities between 2003 and 2006. Best Value authorities are also required to publish details of their performance in their annual Best Value Performance Plan. The waste management licensing regime is controlled by the Environment Agency with the aim of preventing and minimising the effects of pollution on the environment.</u></p>	<p>In accordance with the Inspector's recommendation 3.18 (i) (ii)</p>
<p>27</p>	<p>Paragraph 3.3.10</p>	<p>Current wording: In order to decrease the amount of waste sent to landfill and to dispose of waste in accordance with the Government's waste management hierarchy, the council will seek to increase the amount of waste recycled. To help achieve this, the provision of suitably located recycling facilities in the borough is needed. Recycling centres should be located in areas where they will not result in an increase in traffic, for example, within walking distance from homes (200-300 metres) or at locations where a trip to a recycling centre can be combined with other purposes such as work, shopping or leisure purposes. New developments will be expected to include recycling facilities and the council will use planning conditions or</p>	<p>In accordance with the Inspector's recommendation 3.22 (i) (ii)</p>

		<p>legal agreements to secure this where appropriate.</p> <p>Modified wording: In order to decrease the amount of waste sent to landfill and to dispose of waste in accordance with the Government’s waste management hierarchy, the council will seek to increase the amount of waste recycled. To help achieve this, the provision of suitably located recycling facilities in the borough is needed. Recycling centres should be located in areas where they will not result in an increase in traffic, for example, within walking distance from homes (200-300 metres) or at locations where a trip to a recycling centre can be combined with other purposes such as work, shopping or leisure purposes. New developments will be expected to include recycling facilities and the council will use planning conditions or legal agreements to secure this where appropriate. <u>The Council will produce a new local guidance for waste management and waste facilities in new developments, the Waste Supplementary Planning Document, as part of the evolving Local Development Framework, which will give guidance on the above mentioned issues.</u></p>	
28	Policy Env4 (Recycling facilities)	<p>Current wording: Env4 The recycling of waste will be promoted by ensuring that there is an adequate network of recycling facilities in the borough and by requiring the provision of recycling facilities as part of new commercial, industrial and leisure developments and residential estates.</p> <p>Modified wording: Env4 The recycling of waste will be promoted by ensuring that there is an adequate network of recycling facilities in the borough and by requiring the provision of recycling facilities as part of new commercial, industrial and leisure developments and residential estates. <u>developments</u></p>	In accordance with the Inspector’s recommendation 3.22 (ii)

<p>29</p>	<p>Policy Env6 (Light pollution)</p>	<p>Current wording: Proposals for lighting schemes will be permitted provided that they do not have a demonstrably harmful impact on the environment, or neighbouring residential amenity. Where necessary the council will require developers to take measures to control the level of illumination and spillage of light and may restrict hours of usage.</p> <p>Modified wording: Proposals for lighting schemes will be permitted provided that they do not have a demonstrably harmful impact on the environment or neighbouring residential amenity, <u>on wildlife interests and on the environment generally</u>. Where necessary the council will require developers to take measures to control the level of illumination and spillage of light and may restrict hours of usage.</p>	<p>In accordance with the Inspector’s recommendation 3.26(i)</p>
<p>30</p>	<p>Paragraph 3.3.20</p>	<p>Current wording: Air pollution is the result of emissions, such as carbon monoxide, nitrogen oxides and sulphur dioxide being released into the atmosphere. The main sources of emissions are transport, combustion and industrial processes. Air pollution has been linked to health problems such as asthma and respiratory problems, and damage to the surrounding environment. In assessing acceptable levels of air pollution the council will take account of the air quality objectives set out in the government’s Air Quality Strategy (2000), the aims of any Air Quality Action Plans produced by the council, and the results of air quality monitoring in the borough.</p> <p>Modified wording: Air pollution is the result of emissions, such as carbon monoxide, nitrogen oxides and sulphur dioxide being released into the atmosphere. The main sources of emissions are transport, combustion and industrial processes. Air pollution has been linked to health problems such as asthma and respiratory problems, and damage to the surrounding environment. In assessing acceptable levels of air pollution the council will take account of the air quality objectives set out in the Government’s Air Quality Strategy (2000), the aims of Air Quality Action Plans produced by the council, and the results of air quality monitoring in the borough, <u>The review and assessment of the borough’s air quality under the Environment Act 1995 has shown that road traffic is the main source of air pollution in the borough. The main air pollution problems are from nitrogen dioxide and fine particles (PM10 – particles less than 10 microns in size). Air pollution has been linked to health problems such as asthma and respiratory problems, and damage to the surrounding environment. In assessing acceptable levels of air pollution and its impacts, the council will take into account the air quality objectives set out in Part IV of the Environment Act 1995, the Government’s Air Quality Regulations, the aims of any Air Quality Action Plans produced by the council, and the results of monitoring, reviews and/or assessment of the borough’s air quality.</u></p>	<p>In accordance with the Inspector’s recommendation 3.31 (i)</p>

<p>31</p>	<p>Paragraph 3.3.23</p>	<p>Current wording: These areas may change over time as air pollution policies improve or worsen and an up to date list can be obtained from the council's Environmental Health section. Policies to reduce air pollution below the National Air Quality Standards will be developed into an Action Plan. The Action Plan area may well be larger than the Air Quality Management Area to effectively reduce pollution.</p> <p>Modified wording: Replace current wording with the following <u>An Action Plan to improve the air quality in the borough wide Air Quality Management Area will be developed and implemented. The Action Plan(s) and the AQMA(s) may change over time. Details of the AQMA(s) and the related Action Plan(s) can be obtained from the council’s Environmental Health section. Supplementary Planning Guidance will be prepared and reviewed as necessary so as to provide guidance on air quality aspects of development control. The borough will prepare reports on air quality, as part of the ongoing process of reviewing and assessing air quality, and the Air Quality Management Area Action Plan(s).</u></p>	<p>In accordance with the Inspector’s recommendation 3.31 (v)</p>
<p>32</p>	<p>Paragraph 3.3.24</p>	<p>Current wording: Proposals for potentially polluting uses will not normally be considered acceptable in identified areas of poor air quality, nor will proposals for developments sensitive to pollution. Proposals for development in such areas should include measures that will improve or at least not worsen air quality. Typical measures would include action to decrease traffic generation, cleaner vehicle technology, energy efficient buildings, or landscaping. In addition the council will take into account the sensitivity of uses proposed for development in areas of identified poor air quality, and will expect to demonstrate how potential problems will be addressed.</p> <p>Modified wording: Proposals for potentially polluting uses will not normally be considered acceptable in identified areas of poor air quality, nor will proposals for developments sensitive to pollution. Proposals for development in such areas should include measures that will improve or at least not worsen air quality. Typical measures would <u>Examples</u> include action to decrease traffic generation, cleaner vehicle technology, energy efficient buildings, or landscaping. In addition the council will take into account the sensitivity of uses proposed for development in areas of identified poor air quality, and will expect to demonstrate how potential problems will be addressed. <u>Developer should have regard to the council's Supplementary Planning Guidance in relation to the air quality aspects of development.</u></p>	<p>In accordance with the Inspector’s recommendation 3.31 (v)</p>

<p>33</p>	<p>Policy Env7a (Air Quality measures) and Map 3.1 (Air Quality)</p>	<p>Current wording: Map 3.1 to be deleted</p> <p>Added paragraph 3.3.25: <u>The Council has continuous air quality monitoring stations at Chalgrove School and Tally Ho. These monitor levels of fine particles and Nitrogen Dioxide. These measurements support the ongoing review and assessment of air quality in the borough.</u></p> <p><u>Quality assurance and quality control of the data is carried out by environmental consultants. They do this for many London boroughs as part of the London Air Quality Network. Our monitoring data and further Air Quality information is available from the Environmental Health section within the Council and on Barnet’s website and on the Environmental Research Group (ERG), King’s College London, website.</u></p>	<p>In accordance with the Inspector’s recommendation 3.31 (ii)</p>
<p>34</p>	<p>Policy Env 7 (Air pollution)</p>	<p>Current wording: Development proposals that could lead to unacceptable levels of air pollution will not be permitted unless the developer can demonstrate that measures can be implemented that will mitigate these effects. The council will seek to minimise the impact of pollution through the careful location of potentially polluting uses, the siting of uses sensitive to pollution away from the sources of pollution and through planning development to reduce road traffic and the need to travel. Barnet’s Air Quality Action Plan will use policies from the UDP and specify others to reduce pollution in designated Air Quality Management Areas.</p> <p>Modified wording: Development proposals that could lead to unacceptable levels of air pollution will not be permitted unless the developer can <u>is able to</u> demonstrate that measures can be implemented that will mitigate these effects. The council will seek to minimise the impact of pollution through the careful location of potentially polluting uses, the siting of uses sensitive to pollution away from the sources of pollution and through planning development to reduce road traffic and the need to travel. Barnet’s Air Quality Action Plan will use policies from the UDP and specify others to reduce pollution in designated Air Quality Management Areas.</p>	<p>In accordance with the Inspector’s recommendation 3.31 (v)</p>
<p>35</p>	<p>Policy Env7a (Air Quality measures)</p>	<p>Current wording: None</p> <p>Modified wording: Policy Env 7a <u>Where development is proposed in identified areas of poor air quality the council will require developers to provide evidence of measures that will be taken to address air quality.</u></p>	<p>In accordance with the Inspector’s recommendation 3.31 (iii)</p>

36	Paragraph 3.3.21	<p>Current wording: In order to minimise the impact of pollution the council will aim to locate polluting activities away from uses sensitive to pollution and uses sensitive to pollution away from the sources of pollution. Where separation is not possible, measures should be taken to mitigate the effects of any potential pollution and developers will be required by condition or otherwise to ensure that such measures are implemented. Traffic emissions account for the bulk of air pollution in London. Therefore development should be planned to reduce road traffic and the need to travel and to increase the use of other modes of transport, in particular providing for cyclists and pedestrians. Major trip generating developments should be located close to public transport nodes.</p> <p>Modified wording: In order to minimise the impact of pollution the council will aim to locate polluting activities away from uses sensitive to pollution and uses sensitive to pollution away from the sources of pollution. Where separation is not possible, measures should be taken to mitigate the effects of any potential pollution and developers will be required by condition or otherwise to ensure that such measures are implemented. <u>The Council will produce a local Air Quality Supplementary Planning Document, as part of the evolving Local Development Scheme, which will also give guidance on the above mentioned issues.</u> Traffic emissions account for the bulk of air pollution in London. Therefore development should be planned to reduce road traffic and the need to travel and to increase the use of other modes of transport, in particular providing for cyclists and pedestrians. Major trip generating developments should be located close to public transport nodes.</p>	In accordance with the Inspector’s recommendation 3.31 (iv)
37	paragraph 3.3.27	<p>Current wording: 3.3.27 Floodplains and urban washlands perform an important function in preventing flooding in developed areas. They can also contribute to the quality of the environment through their open character and ecological value, and consequently should be protected from inappropriate development and ground raising.</p> <p>Modified wording: 3.3.27 Floodplains and urban washlands perform an important function in preventing flooding in developed areas. They can also contribute to the quality of the environment through their open character, ecological <u>and amenity</u> value, and consequently should <u>will</u> be protected from inappropriate development <u>that increases flood risk. and ground raising</u></p>	In accordance with the Inspector’s recommendation 3.39 (ii), possible implications of climate change are added to paragraph 3.3.27 instead to 3.3.30
38	Paragraph 3.3.28	<p>Current wording: Where development or ground raising is proposed in floodplains the council will require the developer to undertake a hydraulic study into any potential flood risk in advance of development. Developers will be required to identify, make arrangements to implement any necessary measures in agreement with the council in consultation with the Environment Agency’s Development Control Team.</p>	In accordance with the Inspector’s recommendation 3.39 (i)

		<p>Modified wording: Where development or ground raising is proposed in floodplains the council will require the developer to undertake a hydraulic study <u>Flood Risk Assessment</u> into any potential flood risk in advance of development. Developers will be required to identify, make arrangements to implement any necessary measures in agreement with the council in consultation with the Environment Agency's Development Control Team.</p>	
39	Paragraph 3.3.29	<p>Current wording: Large new developments on land which was previously undeveloped or less intensively developed, can significantly increase run off and consequently increase the risk of flooding in water courses and overloading in surface water sewers. In such cases the council, in conjunction with the Environment Agency, will encourage the implementation of measures such as source control, local flood storage, sustainable urban drainage systems etc. to minimise the increase in potential flood risk.</p> <p>Modified wording: Large new developments on land which was previously undeveloped or less intensively developed, can significantly increase run off and consequently increase the risk of flooding in water courses and overloading in surface water sewers. In such cases the council, in conjunction with the Environment Agency, will encourage the implementation of measures such as source control, local flood storage, sustainable urban drainage systems etc. to minimise the increase in potential flood risk. <u>If necessary the council will require a scaling down of the proposed development to a more viable level.</u></p>	In accordance with the Inspector’s recommendation 3.39 (i)
40	Policy Env11 (Drainage infrastructure)	<p>Current wording: 3.41 The council will require new developments to include adequate foul and surface water drainage infrastructure and will seek to ensure this through the use of planning conditions or obligations.</p> <p>Modified wording: 3.41 The council will require new developments to include adequate foul and surface water drainage infrastructure and will seek to ensure this through the use of planning conditions or obligations. <u>Wherever this is practicable, the council will require the use of sustainable drainage systems.</u></p>	In accordance with the Inspector’s recommendation 3.41(i)
41	paragraph 3.3.37	<p>Current wording: When considering planning applications for the development of potentially contaminated land the council will need to be sure that the development proposed is suited to the constraints of the land and takes</p>	Update text

	<p>account of any contamination. The council will also take into account any nature conservation value that may have accrued. The council will have regard to PPG23, which states that contamination is a material planning consideration and that the responsibility for the safe development and secure occupancy of a site lies with the developer. Therefore, the developer will be required to carry out a full site investigation of potentially contaminated sites, considering both the possible risk to future users of the site and threats to ground and surface water quality. Before development can start appropriate remedial measures will be agreed with the planning authority and carried out in line with current guidelines, having regard to relevant legislation. The developer will be required to provide a report verifying that the works have been carried out as agreed. This will normally be achieved by imposing conditions on planning applications.</p> <p>Modified wording: When considering planning applications for the development of potentially contaminated land the council will need to be sure that the development proposed is suited to the constraints of the land and takes account of any contamination. The council will also take into account any nature conservation value that may have accrued. The council will have regard to PPG23 <u>PPS 23 (2004)</u>, which states that contamination is a material planning consideration and that the responsibility for the safe development and secure occupancy of a site lies with the developer. Therefore, the developer will be required to carry out a full site investigation of potentially contaminated sites, considering both the possible risk to future users of the site and threats to ground and surface water quality. Before development can start appropriate remedial measures will be agreed with the planning authority and carried out in line with current guidelines, having regard to relevant legislation. The developer will be required to provide a report verifying that the works have been carried out as agreed. This will normally be achieved by imposing conditions on planning applications.</p>	
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CHAPTER 4 BUILT ENVIRONMENT

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
42	4.1 Introduction. Overview. Para.41.1. last sentence.	<p>Current wording: To enable people to continue living in attractive and safe surroundings and ensure a similar standard for future generations, the quality of the built environment should be protected and enhanced.</p> <p>Modified wording: To enable people to continue living in attractive and safe surroundings and ensure a similar standard for future generations, the quality of the built environment should be protected and enhanced. <u>it is necessary to protect and enhance the quality of the built environment.</u></p>	In accordance with the Inspector’s recommendation 4.3 as set out in the Council’s Pre-Inquiry Changes.
43	4.1 Introduction. National Policy Context. Para 4.1.3	<p>Current wording: 4.1.3 The Government’s objectives for the built environment are set out in a series of planning policy guidance notes (PPGs). PPG12 - Development Plans (1999) places emphasis on taking environmental considerations into account when preparing development plans, and provides advice on what environmental issues to consider. The Guidance states that development plans should give high priority to the conservation of the built environment. It recommends the inclusion of policies relating to good design in new developments.</p> <p>Modified wording: 4.1.3 The Government’s objectives for the built environment are set out in a series of planning policy guidance notes (PPGs) <u>and Planning Policy Statements (PPSs)</u>. PPG12 - Development Plans (1999) places emphasis on taking environmental considerations into account when preparing development plans, and provides advice on what environmental issues to consider. The Guidance states that development plans should give high priority to the conservation of the built environment. It recommends the inclusion of policies relating to good design in new developments. <u>PPS12 – Local Development Frameworks (2004) sets out the Government’s policy on the preparation of local development documents which will comprise the local development framework. PPG 12 remains in operation for development plans still being prepared under the 1999 Development Plan Regulations.</u></p>	To update text
44	4.1 Introduction. National Policy Context. Para 4.1.4	<p>Current wording: PPG1 - General Policy and Principles (1997) emphasises the role that the planning system can play in protecting and enhancing the built environment, and encouraging new development of high design standards, both for individual buildings and for urban design. The Guidance recommends that development</p>	To update text

		<p>plans should provide clear advice on broad design matters such as scale, massing, layout and landscaping, and include policies on the conservation and enhancement of the historic environment, and the need to design a more accessible environment for everyone. PPG3 – Housing (1992) contains similar advice on design, stating that: ‘developers should aim for a high quality of design and landscaping in all housing developments’.</p> <p>Modified wording: Replace current wording with the following:</p> <p><u>PPS 1 – Delivering Sustainable Development (2005). states that ‘good planning is a positive and proactive process operating in the public interest through a system of plan preparation and control over the development or use of land’. PPS 1 sets out a commitment to the protection and enhancement of the quality of the natural and historic environment, and policies should take account of climate change and the protection of wildlife. There should be a prudent use of natural resources such as by building housing at higher densities on previously developed land. PPS 1 strongly emphasises that good design is indivisible from good planning and “Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.”</u></p>	
45	4.1 Introduction. Regional Policy Context. Para 4.1.6	<p>Current wording: 4.1.6 Regional Planning Guidance for the South East (RPG9: 1994) and Strategic Guidance for London Planning Authorities (RPG3: 1996) both stress the need for environmental protection and enhancement so that urban areas provide a good environment in which to live and work. Both documents also highlight the role that the planning system can play in helping to achieve good design and promoting measures to preserve and enhance the quality of the urban environment.</p> <p>Modified wording: Replace current wording with the following; <u>The London Plan (2004) emphasises the principles of good design and seeks to promote world-class design by collaborating with partners to prepare and implement guidelines and strategies for London (see section 4.34 to 4.62). It stresses environmental protection and enhancement so that urban areas provide a good environment in which to live and work.</u></p>	To update text
46	Borough Context Paragraph 4.1.7	<p>Current wording:The council’s Environmental Policy Statement and Local Agenda 21 Strategy also set out a commitment to improving the quality of people’s lives by maintaining and enhancing the borough’s neighbourhoods and buildings, and promoting development which helps to reduce crime and the fear of crime.</p> <p>Modified wording:</p>	To update text

		<p>.....The council’s Environmental Policy Statement and Local Agenda 21 Strategy also set out a commitment to improving the quality of people’s lives by maintaining and enhancing the borough’s neighbourhoods and buildings, and promoting development which helps to reduce crime and the fear of crime. <u>The ‘Three Strands Approach’ approved in 2004, commits the Council to enhancing and protecting the borough’s built Environment.</u></p>	
47	Policy GBEnv2 (Design)	<p>Current wording: The council will require high quality design in all new development in order to enhance the quality of the built and open environment, to utilise environmentally friendly methods of construction, to improve amenity for residents, to encourage investment in the local economy and help meet the council’s objectives of sustainable development and ensuring community safety.</p> <p>Modified wording: The council will require high quality design in all new development in order to enhance the quality of the built and open environment, <u>to utilise environmentally friendly design (including layout and orientation of buildings) and methods of construction to improve amenity, to respect and improve the quality of environment of existing and future residents,</u> to encourage investment in the local economy and help meet the council’s objectives of sustainable development and ensuring community safety.</p>	In accordance with the Inspector’s recommendation 4.7 as set out in the council’s Pre-Inquiry Changes
48	Policy GBEnv4 (Special areas)	<p>Current wording: The council will protect by preserving or enhancing the special value of the borough’s:</p> <ul style="list-style-type: none"> i. conservation areas ii. listed buildings and their settings iii. locally listed buildings and their settings iv. areas of special character v. historic battlefield site vi. sites of archaeological importance vii. historic parks and gardens viii. heritage land ix. ancient monuments x. sites of nature conservation importance xi. river corridors xii. skyline ridges xiii. views and landmarks xiv. woodlands, trees and hedgerows xv. countryside conservation areas xvi. green chains xvii. green corridors xviii. best and most versatile agricultural land 	In accordance with the Inspector’s recommendation 4.11.

		<p>xix. wildlife</p> <p>Modified wording: The council will protect by preserving or enhancing the special value of the borough’s:</p> <ul style="list-style-type: none"> I. conservation areas II. listed buildings and their settings III. locally listed buildings and their settings IV. areas of special character V. historic battlefield site VI. sites of archaeological importance VII. historic parks and garden VIII. heritage land IX. ancient monuments X. sites of nature conservation importance XI. river corridors XII. skyline ridges XIII. views and landmarks XIV. woodlands, trees and hedgerows XV. countryside conservation areas XVI. green chains XVII. green corridors XVIII. best and most versatile agricultural land XIX. wildlife <p><u>The Council will seek to protect, by preserving or enhancing, buildings, areas, open spaces, or features that are of special value in architectural, townscape or landscape, historic, agriculture or nature conservation terms.</u></p>	
49	Policy D1 (Quality in Design) Para 4.3.1	<p>Current wording: Careful design of buildings and spaces brings with it the opportunity to improve townscape and landscape quality. The council expects high standards of design and is committed to maintaining and improving the character of the borough. High quality design is applicable both to the design of individual buildings and to urban design which includes the relationship between buildings and spaces, and movement patterns around and between them. Good urban design, based on an analysis of local built form, routes, mix of uses and building opportunities can help to create understandable successful areas. The design, orientation, density and location of buildings should minimise energy consumption and promote sustainable forms of development.</p> <p>Modified wording:</p>	In accordance with Inspector’s recommendation 4.16 (i – iv)

		<p>Add to current wording:</p> <p><u>PPG 1 and PPS1 set national policy on design. This is supported by the ODPM and CABA companion guide 'By Design – Urban Design in the Planning System: Towards Better Practice (2000) which places design firmly at the heart of planning. It sets out 7 objectives of urban design . qualities that successful streets, spaces, villages, towns and cities have in common. By Design objectives are as applicable at a wider, regional, scale as they are at the level of street, plot and block. As we become more connected with each other, both in physical terms as a result of increased mobility and transportation, and electronically, it is increasingly important that we recognise the role of good spatial design in ensuring that a region functions well, looks good and is sustainable.</u></p> <p><u>PPS11 explains that Regional Spatial Strategies (RSS) should articulate a spatial vision of what the region will look like at the end of the period of the strategy and show how this will contribute to achieving sustainable development objectives (para 1.7) CABA firmly believes that such a vision should include quality as well as quantity aspirations</u></p> <p><u>The Mayor’s London Plan (2004) includes a cross cutting chapter on design called Designs on London. The key design policies are 4B.1 and 4B.2 .These set basic development criteria, but also use the spatial planning platform to set down formally non land-use improvement programmes. In addition, specific policies are provided on the location and design of tall buildings and the management of important views as these were issues of particular relevance to London.</u></p> <p><u>A series of Design Guidance Notes produced by the Council give advice on various types of development within Barnet. They set out principles and guidelines for various types of old and new development within the Borough and are used when the Council assesses planning applications. These are set out at the front of the UDP (page v)</u></p> <p><u>In relation to Registered Social Landlords, (PPS11 para 1.3) regional policy should require all new housing to meet quality standards, for example CABA’s Building for Life Standard. This sets a variety of criteria to ensure new homes are well designed. It compliments Lifetime Homes Standards and can be managed through self-assessment.</u></p>	
50	4.3 Detailed Policies paragraph 4.3.4	<p>Current wording: It is, however, important that all designs respect local character and the amenity of existing as well as potential residents and occupiers. Therefore, where new development is proposed, the adaptation of some of the characteristics, detailing and proportions of existing buildings often help new buildings fit in, carrying forward the evolution of the built environment. In sensitive areas such as conservation areas, the vicinity of listed buildings and areas of special character, particular care is needed to ensure designs preserve or</p>	To clarify text in relation to Policy D4

		<p>enhance the special qualities of the area.</p> <p>Modified wording: It is, however, important that all designs respect local character and the amenity of existing as well as potential residents and occupiers. Therefore, where new development is proposed, the adaptation of some of the characteristics, detailing and proportions of existing buildings often help new buildings fit in, carrying forward the evolution of the built environment. <u>In relation to Policies D2 and D4, the Council will produce specific Supplementary Planning Guidance / Document to address these issues as part of its ‘ Three Strands Approach’.</u> In sensitive areas such as conservation areas, the vicinity of listed buildings and areas of special character, particular care is needed to ensure designs preserve or enhance the special qualities of the area.</p>	
51	Policy D5 (Outlook)	<p>Current wording: New development which does not provide adequate daylight, sunlight, privacy and outlook for potential and adjoining occupiers and users will be refused.</p> <p>Modified wording: New developments <u>should be designed to allow for</u> adequate daylight, sunlight, privacy and outlook for adjoining <u>and potential occupiers and users.</u></p>	In accordance with the Inspector’s recommendation 4.21 as set out in the Council’s Pre-Inquiry Changes
52	Policy D7 (Scenic Quality)	<p>Current wording: The council will refuse development proposals which would be visually intrusive or adversely affect the scenic quality or character of the landscape.</p> <p>Modified wording: The council will refuse development proposals which would be visually intrusive or adversely affect the scenic quality or character of the landscape <u>New development should respect, as well as contribute to, the local townscape and landscape.</u></p>	In accordance with the Inspector’s recommendation 4.26 (i)
53	4.3 Detailed Policies, Para 4.3.8, Heading and Text	<p>Current wording: Landscape Quality and Character</p> <p>Landscape is created by a combination of developed and natural features including buildings, building patterns, fields, woodland, hills and ridges. Such features vary greatly across the borough allowing for a range of landscapes from dense built up areas to open rural land. All landscape is important to the scenic quality and character of the borough although open landscapes by its very nature can be particularly susceptible to any intrusion by inappropriate development. The council recognises the importance of retaining landscape variety and protecting its character and scenic qualities from intrusion by inappropriate and insensitively sited development.</p>	In accordance with the Inspector’s recommendation 4.26 (ii)

		<p>Modified wording: Replace current wording with the following: <u>Townscape and Landscape Quality and Character</u></p> <p><u>The quality of the environment is of importance when new planning applications are considered. The protection and enhancement of the landscape within and containing new developments is essential if the quality and biodiversity of our townscape and landscape is not to be eroded significantly. The landscape quality of areas not subject to special designations is also important. Local Plan policies reflect this; specialist guidance and advice is given to ensure the landscape is treated sensitively.</u></p> <p><u>In addition, many forms of development now require the preparation of an Environmental Impact Assessment (EIA), and assessing impacts on landscape and townscape character is a key requirement of the EIA process.</u></p> <p><u>The Policies set out here seek to achieve landscape objectives in conjunction with objectives for nature conservation, protection of historic features and provision for public use and access; ensure that, where provided, amenities such as car parks, signage, litter bins and lighting are both necessary and appropriate to the landscape and maintained to a high standard.</u></p>	
54	Policy D9 (Designing out crime) Supporting Text 4.3.14 -4.3.15	<p>Current wording: 4.3.14 (final sentence) Development proposals which give rise to safety and security issues may be referred to the Police Crime Prevention Officer.</p> <p>Modified wording: 4.3.14 Development proposals which give rise to safety and security issues may be referred to the Police Crime Prevention Officer <u>Advisors.</u></p>	In accordance with the Inspector’s recommendation 4.30 as set out in Council’s Pre-Inquiry Changes
55	Para 4.3.15	<p>Current wording: 4.3.15 Further design guidance is contained in the council’s supplementary planning guidance note ‘Designing to Reduce Crime’.</p> <p>Modified wording: Replace current wording with the following: 4.3.15 <u>Circular 5/94 ‘Planning Out Crime’ states that crime prevention is capable of being a material consideration when considering planning applications. It is the shared objective of the Council, the police and our</u></p>	

		<p><u>community safety partners to reduce both crime and fear of crime amongst the community safety in line with the advice contained in circular 5/94.</u></p> <p><u>Further design guidance is contained in the Council’s supplementary planning guidance note ‘Designing to Reduce Crime’ which details the need for the crime profile of an area, highlighting the pattern of crime and specific risks, to be considered at the start of any new development proposal. This is the main source of information when assessing the impact of a development on community proposal. In addition, the police ‘Secured by Design’ initiative encourages crime prevention measures, and provides best practice advice on security and design.</u></p>	
56	Policy D10 (Improving Community Safety)	<p>Current wording: Where a proposed development is likely to affect safety in nearby or adjacent areas, the developer will be required to enter into planning obligations with the council to undertake measures which will improve safety and security in those areas.</p> <p>Modified wording: Where <u>the crime profile has indicated that</u> a proposed development is likely to affect <u>community</u> safety in nearby or adjacent areas, the developer will be required to enter into planning obligations with the council to undertake measures which will improve safety and security in those areas.</p>	In accordance with the Inspector’s recommendation 4.32
57	Para. 4.3.17	<p>Current wording: In preparing landscaping schemes, careful consideration should be given to the existing character of a site, its topography and how any features such as planting, surface treatments, furniture, lighting, walls, fences and other structures are to be appropriately used. Landscaping, such as dense shrubbery or well designed fencing that allows surveillance over public areas can reduce the opportunity for crime and where appropriate help maintain privacy. More detailed advice about the use of landscaping for privacy and crime prevention is set out in the council’s supplementary planning guidance note on ‘Walls, Fences and Gates’. In particular, the council will seek to ensure that existing trees, shrubs, hedges and other wildlife features and habitats such as water courses and their margins, ponds and wildlife grasslands are retained where ever possible, and that in instances involving development in close proximity to water courses, a suitably landscaped buffer strip is provided which sees buildings and structures set back from the rivers edge by a distance of 8 metres. Appropriate landscaping is used to help screen unsightly or obtrusive buildings or spaces from neighbouring properties. The council requires that landscaping schemes are approved before work on site can commence.</p> <p>Modified wording: ‘..... a suitably landscaped buffer strip is provided which sees buildings and structures set back from the rivers edge by a <u>guideline</u> distance of 8 metres. Appropriate landscaping....’</p>	In accordance with Inspector’s recommendation 4.37 (i)

58	Para 4.3.18a (new sentence)	<p>Current Wording: The hardsurfacing of front gardens can make a useful contribution in terms of providing off- street car parking. However, hard surfaces which are not carefully positioned or which use unattractive materials can be detrimental to local character, the appearance of the street scene and biodiversity. Where they are detrimental to conservation areas and the setting of listed buildings, and harmful to ecology of acknowledged importance, they will not be allowed. More detailed advice is contained in the council's supplementary planning guidance note 3 on 'The Construction of Hard-Standings and Vehicular Cross-Overs'.</p> <p>Modified wording:they will not be allowed. <u>An adequate sustainable drainage system is to be ensured in accordance with policy Env 11 of the Plan.</u> More detailed advice is contained.....</p>	In accordance with the Inspector's recommendation 4.37(ii)
59	Policy D13 (Tree protection and enhancement)	<p>Current Wording: When assessing development proposals the council will seek to ensure that: i. as many existing trees of value are retained on site as is practical; ii. existing trees and their root systems are adequately protected during works on site; and iii. that an appropriate level of the new tree and shrub planting is provided.</p> <p>Modified Wording: i. as many existing trees of value are retained on site as is practical; <u>i. subject to health and amenity value of individual trees, development schemes retain as many of the existing trees on site as is practicable.</u></p>	In accordance with the Inspector's recommendation 4.44 (i)
60	Para 4.3.23 (Important Hedgerows)	<p>Current Wording: 4.3.23 Under the Hedgerow Regulations 1997 certain hedgerows in the open countryside are defined as 'important' for their landscape, nature conservation or historical value. These hedgerows have a degree of protection in that permission must be sought from the council before they can be removed. The council will continue to consider applications to remove 'important' hedgerows in accordance with government regulations, and will refuse permission to remove hedgerows which are judged to have significant landscape, nature conservation or historical value. The council also recognises that hedgerows in urban and built up areas contribute to the visual character of a locality, support a wide variety of wildlife, and many have historical value. The council will therefore seek to retain existing hedgerows where practical in new development, and hedgerows should be included in tree surveys for development sites. They should be protected during building work by the use of protective fencing and other precautions.</p> <p>Modified Wording: 4.3.23</p>	In accordance with the Inspector's recommendation 4.47(i)

		Under the Hedgerow Regulations 1997 certain hedgerows in the open countryside are defined as ‘important’ for their landscape, nature conservation or historical value. These hedgerows have a degree of protection in that permission must be sought from the council before they can be removed. <u>The Council will undertake a survey of such hedgerows and maintain up to date records in order to implement this Regulation.</u> The council will consider.....	
61	Para 4.3.30	<p>Current Wording: Para 4.3.30 The council will seek to restrict buildings which significantly exceed the height of surrounding development to areas where their visual impact will have no significant adverse impact. In certain sensitive areas of the borough, high buildings may be out of keeping with the scale and character of the surroundings, and will not be considered appropriate.</p> <p>Modified Wording: Para 4.3.30 The council will seek to restrict buildings which significantly exceed the height of surrounding development to areas where their visual impact will have no significant adverse impact. <u>In assessing proposals for high buildings, the Council will, amongst other things, consider the extent to which they would create attractive landmarks enhancing the local or wider area.</u> In certain sensitive areas of the borough, high buildings may be out of keeping with the scale and character of the surroundings, and will not be considered appropriate.</p>	In accordance with the Inspector’s recommendation 4.61 (iv)
62	Policy D17 (High Buildings-acceptable locations) Policy D18 (High Buildings-where not acceptable) Policy D19 (Views of landmarks)	<p>Current Wording: Policy D17 Development proposals for high buildings will only be permitted where they: i. are carefully related to their surroundings, both existing and proposed, and to other high buildings or prominent features in the locality; vii. proposals are accompanied by a design statement including analysis of the urban design context and</p> <p>Modified Wording: Policy D17 i. are carefully related to their surroundings, both existing and proposed, and to other high buildings or prominent features in the locality; <u>in terms of their design</u> vii proposals are accompanied by a design statement including analysis of the urban design context and</p>	In accordance with the Inspector’s recommendation 4.61 (i) (ii)
63	Policy D19 (Views of landmarks) Para 4.3.32 and	<p>Current Wording: Policy D19 The Council will refuse permission for development which has an adverse effect on the overall perspective and quality of views of local landmarks from viewpoint as identified in Table 4.1 and Map 4.1.</p>	In accordance with the Inspector’s recommendation 4.61 (v).

	Map 4.1	<p>Modified Wording: Delete Policy D19 Paragraph 4.3.32 and table 4.1 be moved so as to immediately precede Policies D17 and D18 as part of the reasoned justification for those policies.</p>	
64	Policy D20 (Advertisements) Policy D21 (Hoardings) Map 4.2 (Areas of special advertisement control)	<p>Current Wording: Para 4.3.34 Advertising hoardings in particular can have a significant harmful impact on the appearance of the environment, and are therefore not generally acceptable in the borough. There may be situations where they may be considered beneficial to temporarily screen derelict or vacant sites awaiting development or where their use makes a positive contribution to improving the appearance of a run down area. In locations that are acceptable the council will encourage proposals which are of innovative design and which incorporate hard or soft landscaping. Permission will not be given for hoardings which detract from areas of townscape or landscape quality.</p> <p>Modified Wording: Para 4.3.34 Advertising hoardings in particular can have a significant harmful impact on the appearance of the environment, and are therefore not generally acceptable in the borough. There may be situations where they may be considered beneficial to temporarily screen derelict or vacant sites awaiting development or where their use makes a positive contribution to improving the appearance of a run down area. In locations that are acceptable the council will encourage proposals which are of innovative design and which incorporate hard or soft landscaping. Permission will not be given for hoardings which detract from areas of townscape or landscape quality.</p> <p>Current Wording: Policy D21 Advertisement hoardings will not be permitted unless they screen derelict or vacant sites or enhance the appearance of an area.</p> <p>Modified Wording: Policy D21 Advertisement hoardings will not be permitted unless they screen derelict or vacant sites or enhance the appearance of an area. <u>their express purpose is for the temporary screening of derelict or vacant sites awaiting development.</u></p>	In accordance with the Inspector’s recommendation 4.65 (i) (ii)
65	Preservation	Current wording:	To update text

	<p>and Enhancement of Conservation Areas Paragraph 4.3.42</p>	<p>In the review of Barnet’s conservation areas, the council will prepare character appraisal statements to help identify the special character that needs to be protected through the planning process. The council will, where appropriate, also produce specific design guidance relating to works in individual conservation areas, and where needed, formulate and publish positive proposals for their preservation or enhancement. Conservation area character appraisal statements and design guidance will form supplementary planning guidance and will be treated as such within the planning process.</p> <p>Modified Wording: In the review of Barnet’s conservation areas, the council will prepare character appraisal statements to help identify the special character that needs to be protected through the planning process. The council will, where appropriate, also produce specific design guidance relating to works in individual conservation areas, and where needed, formulate and publish positive proposals for their preservation or enhancement. Conservation area character appraisal statements and design guidance will form supplementary planning guidance and will be treated as such within the planning process. <u>The Council will prepare SPG/D relating to the ‘Three Strands Approach’ and include general guidance on enhancing the built environment of the borough. This will not duplicate conservation area appraisals.</u></p>	
<p>66</p>	<p>Policy HC3 (Demolition of unlisted buildings in conservation areas)</p>	<p>Current wording: Policy HC3 The council will refuse consent for the demolition or substantial demolition of unlisted buildings that make a positive contribution to the character or appearance of a conservation area. If demolition is acceptable the site must be developed in a manner which enhances or preserves the character of the conservation area.</p> <p>Modified Wording: Replace current wording with: Policy HC3 <u>There is a presumption in retaining any building which makes a positive contribution to the character or appearance of a conservation area. Applications to demolish these buildings will be assessed against the criteria to be found in PPG15. Where, exceptionally, demolition is acceptable the site must be developed in a manner which enhances or preserves the character of the conservation area.</u></p>	<p>In accordance with the Inspector’s recommendation 4.73</p>
<p>67</p>	<p>Policy HC7 (Development in West Heath/Golders Hill Park area)</p>	<p>Current Wording: Policy HC7 The council will refuse proposals for new development or for the extension of existing buildings which would have an adverse visual impact when viewed from West Heath and Golders Hill Park.</p> <p>Modified Wording: Policy HC7</p>	<p>In accordance with the Inspector’s recommendation 4.81</p>

		The council will refuse proposals for new development or for the extension of existing buildings which would have an adverse visual impact <u>on character, appearance and setting of the area</u> when viewed from West Heath and Golders Hill Park.	
68	Policy HC9 (Demolition of listed buildings)	<p>Current Wording: Policy HC9 Consent for the total or substantial demolition of a listed building will normally be refused.</p> <p>Modified Wording: Policy HC9 Consent for the total or substantial demolition of a listed building will normally be refused <u>in accordance with the criteria to be found in in PPG15.</u></p>	In accordance with the Inspector’s recommendation 4.87 (i)
69		<p>Current wording: Policy HC10 The council will refuse development proposals and works affecting listed buildings which would have a detrimental effect on the special architectural or historic character of those buildings</p> <p>Modified Wording: Policy HC10 The council will refuse development proposals and works affecting listed buildings which would have a detrimental effect on the special architectural or historic character of those buildings <u>in accordance with the guidelines to be found in PPG15.</u></p>	
70	Para 4.3.57 (first sentence)	<p>Current Wording: PPG15 places a presumption in favour of the preservation and enhancement of listed buildings, and an emphasis on the retention of listed buildings in active use.</p> <p>Modified Wording: PPG15 places <u>There is</u> a presumption in favour of the preservation and enhancement of listed buildings, and an emphasis on the retention of listed buildings in active use. <u>The presumption will only be set aside in the most exceptional circumstances in accordance with the guidelines set out in PPG15.</u></p>	In accordance with the Inspector’s recommendation 4.87 (ii)
71	Para 4.3.62 (The setting of Listed Buildings)	<p>Current Wording: 4.3.62 The setting of a listed building is often an essential part of the building’s character. Where listed buildings are important visual elements in a street scene proposed developments which are in the immediate area may be considered as being within the setting and will therefore require careful scrutiny to assess their</p>	In accordance with the Inspector’s recommendation 4.91 (ii)

		<p>impact.</p> <p>Modified Wording: 4.3.62 The setting of a listed building is often an essential part of the building’s character(<u>Planning (Listed Buildings and Conservation Areas) Act 1990</u>). Where listed buildings are important visual elements in a street scene proposed developments which are in the immediate area may be considered as being within the setting and will therefore require careful scrutiny to assess their impact,</p>	
72	Policy HC12 (Setting of listed buildings)	<p>Current Wording: Policy HC12 Proposals which fail to respect the setting of a listed building or group of listed buildings will be refused.</p> <p>Modified Wording: Policy HC12 Proposals which fail to <u>Development proposals must</u> respect the setting of a listed building or group of listed buildings will be refused in accordance with the guidelines set out in PPG15.</p>	In accordance with the Inspector’s recommendation 4.91 (i)
73	Para 4.3.66	<p>Current Wording: 4.3.66 The council will normally refuse consent for the demolition of locally listed buildings, and for alterations and other internal and external works which will affect the architectural and historic character and setting of such buildings. In the case of demolition, exceptions may be considered where the applicant can demonstrate that all reasonable efforts have been made to retain an existing building and that concerted efforts to retain existing uses or to seek alternative uses have been made and have failed.</p> <p>Modified Wording: 4.3.66 <u>The Council will refuse consent for the demolition of locally listed buildings, and for alterations and other internal and external works which will harm the architectural and historic character and setting of such buildings. In the case of demolition, exceptions may be considered where the applicant can demonstrate that all reasonable efforts have been made to retain an existing building and that concerted efforts to retain existing uses or to seek alternative uses have been made and have failed they have met the criteria to be found in PPG15 relating to unlisted buildings that make a positive contribution to the character or appearance of a conservation area and that the proposed replacement building preserves or enhances the street scene and is a fitting replacement for the original.</u></p>	NOT in accordance with the Inspector’s recommendation 4.93 (iii)
74	Policy HC14	Current Wording:	NOT In accordance

	(Demolition of locally listed buildings)	<p>Policy HC14 Consent for the demolition of a locally listed building will be refused.</p> <p>Modified Wording: Replace current wording with the following: Policy HC14 <u>Permission for the demolition of a locally listed building will be refused in accordance with the criteria to be found in PPG15 relating to unlisted buildings that make a positive contribution to the character or appearance of a conservation area. Where, exceptionally, demolition is acceptable, the proposed replacement must preserve or enhance the character and quality of street scene and be a fitting replacement for the original.</u></p>	with the Inspector’s recommendation 4.93(i)
75	Policy HC15 (Locally listed buildings)	<p>Current Wording: Policy HC15 Development proposals which fail to preserve or enhance the special character and setting of a locally listed building will not be permitted.</p> <p>Modified Wording: Replace current wording with the following: Policy HC15 <u>Development proposals affecting locally listed buildings and structures should seek to safeguard their special character, appearance and setting.</u></p>	NOT in accordance with the Inspector’s recommendation 4.93 (ii)
76	Policy HC21 (Historic parks and gardens) Para 4.3.80 first five lines.	<p>Current Wording: 4.3.80 As shown on Map 4.4 there are currently two registered historic parks and gardens within Barnet: St Marylebone Cemetery and Avenue House garden, although the register will be kept under review and further additions may be proposed.</p> <p>Modified Wording: 4.3.80 As shown on Map 4.4 there are currently two <u>three</u> registered historic parks and gardens within Barnet: St Marylebone Cemetery and, Avenue House garden <u>and Golders Green Crematorium</u>, although the register will be kept under review and further additions may be proposed.</p>	Update text

CHAPTER 5: OPEN ENVIRONMENT

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
77	Paragraph 5.1.3	<p>Current Wording: The main documents which set out Government policy in these topic areas are Planning Policy Guidance notes (PPGs) 2, 7 and 9. PPG2 - Green Belts (1995) sets out the purposes and objectives for the green belt. In terms of development proposals it states that there should be a presumption against inappropriate development, which is defined in the guidance note. PPG7 - The Countryside: Environmental Quality and Economic and Social Development (1997) states that the countryside should be safeguarded for its own sake and that natural resources should be protected. PPG9 - Nature Conservation (1994) emphasises the importance of local authorities as custodians of the natural environment and sets out how development plans can be used to achieve this.</p> <p>Modified Wording: The main documents which set out Government policy in these topic areas are Planning Policy Guidance notes (PPGs) 2, 7 and 9 <u>and Planning Policy Statement (PPS) 7 – Sustainable Development in Rural Areas (2004).</u> PPG2 - Green Belts (1995) sets out the purposes and objectives for the green belt. In terms of development proposals it states that there should be a presumption against inappropriate development, which is defined in the guidance note. PPG9 - Nature Conservation (1994) emphasises the importance of local authorities as custodians of the natural environment and sets out how development plans can be used to achieve this. <u>PPS7 promotes more sustainable patterns of development and encourages accessibility in all development decisions. The policies in this statement apply to the rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas.</u></p>	Update text.
78	Paragraph 5.1.4	<p>Current Wording: The national framework is also set out in legislation, the most relevant being the Countryside Act 1968 and the Wildlife and Countryside Act 1981 (as amended). Local authorities are required by section 11 of the Countryside Act “to have regard to the desirability of conserving the natural beauty and amenity of the countryside”. Subsequent guidance has extended this to cover urban areas. Certain plant and animal species are protected under the Wildlife and Countryside Act and Wild Mammals (Protection) Act 1996. Other animals are specifically protected under separate statutes, for example the Protection of Badgers Act 1992. The Conservation (Natural Habitats &c.) Regulations 1994 afford additional legal protection to certain species.</p> <p>Modified Wording: The national framework is also set out in legislation, the most relevant being the Countryside Act 1968 and the Wildlife and Countryside Act 1981 (as amended). Local authorities are required by section 11 of the Countryside Act “to have regard to the desirability of conserving the natural beauty and amenity of the countryside”.</p>	Update text.

		Subsequent guidance has extended this to cover urban areas. Certain plant and animal species are protected under the Wildlife and Countryside Act and Wild Mammals (Protection) Act 1996. Other animals are specifically protected under separate statutes, for example the Protection of Badgers Act 1992. The Conservation (Natural Habitats &c.) Regulations 1994 afford additional legal protection to certain species. <u>The Countryside and Rights of Way Act (2000) gives greater freedom for people to explore the open countryside. It contains provisions to introduce a new statutory right of access for open-air recreation to registered common land.</u>	
79	Paragraph 5.1.6	<p>Current Wording: Following the United Kingdom adding its signature to the Biodiversity Convention at the Earth Summit in Rio de Janeiro in 1992, the Government published ‘Biodiversity: The UK Action Plan’ in 1994 to take stock of the UK’s biodiversity and suggest ways of enhancing this resource. Subsequently, “Biodiversity: The UK Steering Group Report” recommended the production of local biodiversity plans. The Greater London Authority will be producing a London wide biodiversity strategy. This will provide the basis from which London boroughs can produce their own local biodiversity action plans.</p> <p>Modified Wording: Following the United Kingdom adding its signature to the Biodiversity Convention at the Earth Summit in Rio de Janeiro in 1992, the Government published ‘Biodiversity: The UK Action Plan’ in 1994 to take stock of the UK’s biodiversity and suggest ways of enhancing this resource. Subsequently, “Biodiversity: The UK Steering Group Report” recommended the production of local biodiversity plans. <u>The Greater London Authority published a London wide biodiversity action plan in July 2002. This provides</u> the basis from which boroughs can produce their own local biodiversity action plans.</p>	In accordance with Inspector’s recommendation 5.3
80	Paragraph 5.1.9	<p>Current Wording: Barnet includes within its boundaries land designated as green belt and metropolitan open land. These are important designations, which protect mainly open areas from inappropriate development and contribute to the borough’s open character. In 1998 Barnet had 2,466 hectares of green belt and another 690 hectares of metropolitan open land. The council recognises the importance of protecting and enhancing the open spaces in the borough. One of the aims stated in its Corporate Plan is to create a sustainable, healthy environment and improve the quality of life of everyone who lives, works or visits Barnet. Protecting and enhancing the landscape, open land and nature makes a significant contribution to these aims.</p> <p>Modified Wording: Barnet includes within its boundaries land designated as green belt and metropolitan open land. These are important designations, which protect mainly open areas from inappropriate development and contribute to the borough’s open character. <u>In 2004</u> Barnet had 2,466 hectares of green belt and another 690 hectares of metropolitan open land. The council recognises the importance of protecting and enhancing the open spaces in the borough. One of the aims stated in its Corporate Plan is to create a sustainable, healthy environment and</p>	To update text

		improve the quality of life of everyone who lives, works or visits Barnet. Protecting and enhancing the landscape, open land and nature makes a significant contribution to these aims, <u>and forms one strand of the Council's 'Three Strand Approach'.</u>	
81	5.1.11 (new text to be added to para 5.1.11)	<p>Current Wording: In addition to existing text, add below.</p> <p>Modified Wording: Additional wording <u>The Three Strands Borough Development, Regeneration and Planning Strategy (2004) aims to provide the strongest protection for preservation of Barnet’s green and natural open spaces. Strand One encourages protection of the open environment of Barnet by “absolute protection for Green Belt and protected open spaces”.</u> <u>The Strategy enhances protection of Barnet’s suburbs in terms of preserving the character and openness of lower density suburbs and conservation areas.</u></p>	Update text
82	Policy GBEnv4	<p>Current Wording: The council will protect by preserving or enhancing the special value of the borough’s:</p> <ol style="list-style-type: none"> i. conservation areas ii. listed building and their settings iii. locally listed buildings and their settings iv. areas of special character v. historic battlefield site vi. sites of archaeological importance vii. historic parks and gardens viii. heritage land ix. ancient monuments x. sites of nature conservation importance xi. river corridors xii. skyline ridges xiii. views and landmarks xiv. woodlands, trees and hedgerows xv. countryside conservation areas xvi. green chains xvii. green corridors xviii. best and most versatile agricultural land xix. wildlife <p>Modified Wording:</p>	In accordance with Inspector’s recommendations 4.11 and 5.7

		<p>The council will protect by preserving or enhancing the special value of the borough's:</p> <ul style="list-style-type: none"> xx. conservation areas xxi. listed building and their settings xxii. locally listed buildings and their settings xxiii. areas of special character xxiv. historic battlefield site xxv. sites of archaeological importance xxvi. historic parks and gardens xxvii. heritage land xxviii. ancient monuments xxix. sites of nature conservation importance xxx. river corridors xxxi. skyline ridges xxxii. views and landmarks xxxiii. woodlands, trees and hedgerows xxxiv. countryside conservation areas xxxv. green chains xxxvi. green corridors xxxvii. best and most versatile agricultural land xxxviii. wildlife <p><u>The council will seek to protect, by preserving or enhancing, buildings, areas, open spaces, or features that are of special value in architectural, townscape or landscape, historic, agricultural or nature conservation terms.</u></p>	
83	Paragraph 5.3.11	<p>Current Wording: Barnet's Green Belt contains a number of Major Developed Sites such as educational and research establishments where limited infilling may take place or may be suitable for redevelopment. Any infilling or redevelopment which meets the criteria set out in paragraph C3 or C4 of PPG2 respectively, is not inappropriate development. Planning applications will be considered in relation to the advice set out in Annex C of PPG2 and in light of all material considerations.</p> <p>Modified text: Barnet's green belt contains a number of Major Developed Sites such as <u>religious</u>, educational and research establishments where exceptional limited infilling may take place or may be suitable for redevelopment. <u>These have been identified as Major Development Sites to support the provision of research, educational and religious facilities, and to protect employment sites. The following criteria were used to select MDSs in green belt:</u></p> <ul style="list-style-type: none"> - <u>The sites include former institutional uses in extensive grounds such as educational, religious and research establishments.</u> - <u>The sites have also been chosen on the basis that the owners have expressed a specific interest to develop the</u> 	In accordance with the Inspector's recommendation 5.34 (iv)

		<p><u>site within the life of the UDP.</u></p> <p>Any infilling or redevelopment, which meets the criteria set out in paragraph C3 or C4 of PPG2 respectively, is not inappropriate development. Planning applications will be considered in relation to the advice set out in Annex C of PPG2 and in light of all material considerations.</p>	
84	Paragraph 5.3.12	<p>Current Wording: The following Major Developed Sites in the green belt have been identified and are shown on the Proposals Map:- - Mill Hill School, The Ridgeway, Mill Hill. - National Institute for Medical Research, The Ridgeway, Mill Hill. -MRC Technology, Burtonhole Lane, Mill Hill. -Watch Tower House, The Ridgeway, Mill Hill.</p> <p>Modified Wording: <u>The following Major Developed Sites in the green belt have been identified and are shown on the Proposals Map:-</u> <u>- Mill Hill School, The Ridgeway, Mill Hill</u> <u>- National Institute for Medical Research, The Ridgeway, Mill Hill and MRC Technology, Burtonhole Lane, Mill Hill</u> <u>- Watch Tower House, The Ridgeway, Mill Hill</u></p> <p>Modifications made to the Proposals Map to show the MRC sites as one</p>	In accordance with Inspector’s recommendations 5.34 (ii) (iii)
85	Title before para 5.3.13	<p>Current Wording: Replacement of Buildings</p> <p>Modified Wording: <u>Replacement of Dwellings</u></p>	In accordance with Inspector’s recommendation 5.36
86	Policy O6	<p>Current Wording: The council will permit the re-use of buildings within the Green Belt or Metropolitan Open Land provided that the following criteria are met: i. The proposed use does not have a materially greater impact than the existing use on the open character of the green belt or metropolitan open land, and does not conflict with the purposes of including land in it; ii. The buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction; and iii. The form, bulk and general design of the buildings are in keeping with the locality, where necessary the council will exercise strict controls over development.</p> <p>Modified Wording:</p>	In accordance with Inspector’s recommendation 5.39

		<p>The council will permit the re-use of buildings within the Green Belt or Metropolitan Open Land provided that the following criteria are met:</p> <ul style="list-style-type: none"> i. The proposed use does not have a materially greater impact than the existing use on the <u>openness</u> of the Green Belt or Metropolitan Open Land, and does not conflict with the purposes of including land in it; ii. The buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction; and iii. The form, bulk and general design of the buildings are in keeping with the locality, where necessary the council will exercise strict controls over development. 	
87	Policy O7	<p>Current Wording: Development adjoining the green belt or metropolitan open land will not be permitted if the impact of that development would harm the visual amenity, open character, purposes and objectives of neighbouring green belt or metropolitan open land.</p> <p>Modified Wording: <u>Proposals for new development adjacent to the Green Belt or Metropolitan Open Land should seek to secure a significant enhancement in the visual amenity of these areas through a combination of good design, appropriate siting and perimeter landscaping which respects the character of its surroundings. The Council will resist proposals which would have a detrimental effect on visual amenity, or the openness, purposes and objectives of these designated areas.</u></p>	In accordance with Inspector’s recommendation 5.41
88	Policy O8	<p>Current Wording: The council will support the use of green belt land for agriculture at an intensity which is compatible with its open character.</p> <p>Modified Wording: The council will support the use of green belt land for agriculture at an intensity which is compatible with its <u>openness</u>.</p>	In accordance with Inspector’s recommendation 5.39
89	5.3.19	<p>Current Wording: A predominant use of agricultural land in Barnet is for the grazing of horses. The use of agricultural land, primarily for the purposes of feeding horses, is accepted as being an agricultural activity.</p> <p>Modified Wording: A predominant use of agricultural land in Barnet is for the grazing of horses. The use of agricultural land, primarily for the purposes of feeding horses, <u>and for horticultural type uses</u> is accepted as being an agricultural activity.</p>	In accordance with Inspector’s recommendation 5.45 (ii)
90	Policy O9	<p>Current Wording: Development will not be permitted if it would result in the best and most versatile agricultural land (Grades 1,2,3a</p>	In accordance with Inspector’s

		<p>in the MAFF Agricultural Land Classification) unless exceptionally there is an overriding need for the development and:</p> <ul style="list-style-type: none"> i. there is a lack of development opportunities in already developed areas ii. there is little land available in grade below 3a, or little lower grade land which does not have environmental value recognised by statutory designation, and iii. where there is a choice of sites on land of grades 1, 2 and 3a, development is proposed on land of the lowest grade. <p>Modified Wording: Policy O9 deleted Policy O9 The council will continue to control the classes of agricultural development permitted under the Town and Country Planning (General Permitted Development) Order by making Article 4 Directions, where necessary, to protect the landscape quality and amenity of sensitive areas of green belt land. Development will not be permitted if it would result in the best and most versatile agricultural land (Grades 1,2,3a in the MAFF Agricultural Land Classification) unless exceptionally there is an overriding need for the development and:</p> <ul style="list-style-type: none"> i. there is a lack of development opportunities in already developed areas ii. there is little land available in grade below 3a, or little lower grade land which does not have environmental value recognised by statutory designation, and iii. where there is a choice of sites on land of grades 1, 2 and 3a, development is proposed on land of the lowest grade. 	<p>recommendation 5.47</p>
91	Map 5.1	Delete map 5.1	. In accordance with Inspector’s recommendation 5.73 (ii)
92	Para. 5.3.22	<p>Current Wording: Proposed Green Belt and MOL Boundary Changes Permanence is an important feature of Green Belts and MOL. PPG2 and RPG3 advice states that their boundaries should only be altered in exceptional circumstances. In Barnet the Green Belt boundaries are the same as those which were established in Barnet’s Unitary Development Plan adopted in 1991, with the exception of the site at Underhill, currently occupied by Barnet Football Club. The boundary of MOL, at the former Friern Barnet Hospital, Compton School and at The Temple Fortune Sports Club have been revised to take into account recent developments at the site.</p> <p>Modified Wording: Proposed MOL Boundary Changes</p>	<p>In accordance with Inspector’s recommendations 5.73 (iv) and (v)</p>

		<p>Permanence is an important feature of MOL. PPG2 and The London Plan RPG3 advice states that their boundaries should only be altered in exceptional circumstances. In Barnet the green belt boundaries are the same as those which were established in Barnet’s Unitary Development Plan adopted in 1991, with the exception of the site at Underhill, currently occupied by Barnet Football Club. The boundary of MOL, at the former Friern Barnet Hospital, Compton School and at The Temple Fortune Sports Club has been revised to take into account recent developments at the site.</p>	
93	<p>Para 5.3.23, 5.3.23a and 5.3.23b</p>	<p>Current Wording: 5.3.23 The site comprising Barnet Football Club, the adjacent parcel of land to the east and an area of about 1 hectare to the south, has been omitted from the green belt. This area of land is required for redevelopment of a football stadium by Barnet Football Club. The green belt boundary as amended is shown on Map 5.1. and the Proposals Map.</p> <p>5.3.23a PPG2 on ‘Green Belts’ states that permanence is an essential characteristic of green belt and their boundaries should only be changed in exceptional circumstances. Barnet Football Club needs to comply with the requirements of the ‘Taylor Report’, which made a number of recommendations to improve public safety at football stadia; the main one being that all league clubs should be all- seater. The statutory requirements of the Football League must also be met. A new football stadium is essential if these requirements are to be met by Barnet F.C. This represents an exceptional circumstance.</p> <p>5.3.23b Green belt boundaries should not be changed unless development opportunities for development within the urban area have been considered. A number of alternative locations within the existing urban land have been examined as possible locations for a new stadium, but none can be put forward as viable possibilities. Alternative green belt locations have also been examined, but the current proposal will have the least detrimental impact on the openness of the green belt and its purposes. Developing the existing site would be the most sustainable location for a new stadium. In terms of accessibility Barnet F.C. will be able to utilise existing supporter catchment area, and the site is readily accessible by alternative means of transport, in particular public transport."</p> <p>Modified Wording: Delete Paragraphs 5.3.23, 5.3.23a and 5.3.23b and replace with: Presumption is overridden. Barnet football club at south underhill lies in the Green Belt. There may be very special circumstances for allowing redevelopment of the stadium due to the need for the club to provide better facilities. Any redevelopment proposal should not harm the Green Belt over and above that caused by the existing stadium.</p>	Update text
94	<p>Schedule of Proposals</p>	<p>Current Wording: Proposals:</p>	In accordance with the Inspector’s

	Site 2	<p>Redevelopment for new football stadium.</p> <p>Modified Wording: Redevelopment for new football stadium. <u>Partial redevelopment of existing stadium area.</u></p>	<p>recommendation 5.73 (iii)</p>
95	Policy O13	<p>Current Wording: Policy O13: The council will not permit development proposals which would adversely affect the character or nature conservation value of a green corridor, and may also seek enhancements of the nature conservation value of a corridor through planning obligations attached to relevant planning permissions.</p> <p>Modified text: Policy O13: The council will not permit <u>oppose</u> development proposals which would <u>cause demonstrable harm</u> to the character or nature conservation value of a green corridor, The Council and may also seek enhancements of the nature conservation value of a corridor through planning obligations attached to relevant planning permissions.</p>	<p>In accordance with the Inspector’s recommendation 5.94</p>
96	5.3.40	<p>Current Wording: When considering development proposals the council will not permit those that would harm their nature conservation interest. The weight attached to such harm will reflect the relative significance of these designations. Development may be allowed if other material factors are sufficient to outweigh the nature conservation value of the site. Where appropriate the council will secure improvements to nature conservation through the use of conditions and, or legal agreements. These can be used to provide nature conservation features to compensate for any such features lost if development takes place. It is also important to ensure that, development in locations in close proximity to such sites does not cause harm.</p> <p>Modified text: When considering development proposals the council will not permit those that would harm their nature conservation interest. The weight attached to such harm will reflect the relative significance of these designations. Development may be allowed if other material factors are sufficient to outweigh the nature conservation value of the site. Where appropriate the council will secure improvements to nature conservation through the use of conditions and, or legal agreements. These can be used to provide nature conservation features to compensate for any such features lost if development takes place. It is also important to ensure that, development in locations in close proximity to such sites does not cause harm.</p> <p>When considering development proposals <u>which may affect a site of importance for nature conservation, the approach should be to avoid adverse impact on the nature conservation value of the site and if that cannot be achieved the proposals should seek to minimise such impact and seek mitigation of any residual impacts. In</u></p>	<p>In accordance with Inspector’s report para 5.97 (iii)</p>

		<u>exceptional circumstances, where development is to be permitted because of reasons which are judged to outweigh significant harm to nature conservation, appropriate compensation should be made.</u>	
97	5.3.41	<p>Current Wording: The Site of Special Scientific Interest, local nature reserves and sites of nature conservation importance have been identified on the proposals map. All sites are listed in Table 5.1 and sites of nature conservation importance are shown on the Proposals Map.</p> <p>Modified text: The Site of Special Scientific Interest, local nature reserves and sites of nature conservation importance have been identified on the proposals map.—<u>All sites and are listed in Table 5.1. They will be accorded a level of protection commensurate with their borough or local significance.</u></p>	In accordance with Inspector’s recommendation 5.97 (ii)
98	Policy O14	<p>Current Wording The council will not permit development proposals on, near or adjacent to sites of special scientific interest, local nature reserves and sites of nature conservation importance, or as identified by studies and published as non-statutory advice which would be directly or indirectly detrimental to their nature conservation value. The council will encourage the enhancement of the nature conservation interest of these sites and where necessary will enter into legal agreements to secure this.</p> <p>Modified text: <u>Where development is proposed which would affect a site of importance for nature conservation, the Council will, in the first instance, expect the proposals to avoid adverse impact or, where that is not possible, to minimise such impact while incorporating mitigation of any residual impacts. Where, exceptionally, a development is to be permitted because the reasons for it are judged to outweigh significant harm to nature conservation, the Council will expect appropriate compensation measures.</u></p>	In accordance with Inspector’s recommendation 5.97 (i)
99	5.3.42	<p>Current Wording: Some plant and animal species are afforded varying degrees of protection under the Wildlife and Countryside Act 1981 (as amended in 1985), whilst other animals such as badgers, wild mammals and bats are specially protected under their own legislation. In Barnet, the main specially protected species that are likely to be encountered are bats, great crested newts, grass snakes, the common lizard and slow worms.</p> <p>Modified text: Some plant and animal species are afforded varying degrees of protection under the Wildlife and Countryside Act 1981 <u>(as amended in 1985 and, by the Countryside and Rights of Way Act 2000)</u>, whilst other animals such as badgers, wild mammals and bats are specially protected under their own legislation. In Barnet, the main specially</p>	In accordance with Inspector’s recommendation 5.100 (ii)

		protected species that are likely to be encountered are bats, great crested newts, grass snakes, the common lizard and slow worms. <u>The London Biodiversity Strategy (July 2002) encourages the protection of habitats and species of nature conservation importance through planning. The Strategy also states that where damage is unavoidable, new places for wildlife should be provided as compensation and new development should take opportunities to create, manage and enhance wildlife habitat.</u>	
100	5.3.43	<p>Current Wording: There are other species of high conservation concern which are identified as priority species in the UK Biodiversity Action Plan 1994, and will be listed in Barnet’s Local Biodiversity Action Plan.</p> <p>Modified text: There are other species of high conservation concern which are identified as priority species in the UK Biodiversity Action Plan 1994, and <u>the London Biodiversity Action Plan (BAP).</u></p>	In accordance with Inspector’s recommendation 5.100 (ii)
101	5.3.45	<p>Current Wording: When considering development proposals, changes in land use or management of open spaces, the council will evaluate the impact on protected species, priority species identified in the UK Biodiversity Plan and local priority species for biodiversity in Barnet. Where development is permitted that may affect these species, the council will impose conditions. Also, where appropriate the council will seek planning obligations attached to relevant planning permissions to facilitate the survival of particular species, reduce disturbance to a minimum and/or provide adequate alternative habitats to sustain at least the current levels of the population. The relocation of species will be considered only as a last resort and where appropriate management can be applied to ensure continuing survival.</p> <p>Modified text: When considering development proposals, changes in land use or management of open spaces, the council will evaluate the impact on protected species, priority species identified in the UK Biodiversity Plan, <u>the London Biodiversity Strategy</u> and local priority species for biodiversity in Barnet. Where development is permitted that may affect these species, the council will impose conditions. Also, where appropriate the council will seek planning obligations attached to relevant planning permissions to facilitate the survival of particular species, reduce disturbance to a minimum and/or provide adequate alternative habitats to sustain at least the current levels of the population. The relocation of species will be considered only as a last resort and where appropriate management can be applied to ensure continuing survival. <u>The London Biodiversity Strategy advises that planning permission is refused if a proposed development would have a significant adverse effect on sites identified as being important for nature conservation or on the population or conservation status of a protected or</u></p>	In accordance with Inspector’s recommendation 5.100 (ii)

		<u>priority species, unless the social or economic benefits of the proposal clearly outweigh the importance of the site or species.</u>	
102	Policy O16	<p>Current Wording: The council will not permit development which, directly or indirectly, harms protected species of wildlife, or biodiversity action plan species, or their habitats.</p> <p>Modified text: <u>The Council will resist development that would have a significant adverse impact on the population or conservation status of protected species or priority species identified in the London Biodiversity Action Plan (BAP).</u></p>	In accordance with Inspector’s recommendation 5.100 (i)
103	Para 5.3.48 and 5.3.48a	<p>Current Wording: 5.3.48 PPG2 states that a Forest Plan may be a material consideration in deciding planning applications. Therefore when assessing development proposals in the Community Forest area the council will have regard to the policies and objectives set out in the Watling Chase Forest Plan. The council will seek to obtain tree planting schemes from development proposals where appropriate. However, tree planting should take place only in the most suitable areas, and the density and diversity of tree planting schemes will need to be of native broadleaf species and appropriate to the ecological conditions and wildlife habitats of identified (non-woodland) value, and should complement the unique character and landscape quality of Barnet’s green belt.</p> <p>5.3.48a The local planning authority can assist in promoting the objectives of the Community Forest by approving proposals that allow improvement to rights of way, open spaces, provide environmental education facilities, picnic sites, small car parks and schemes that provide forest related enterprises ancillary to the forest use.</p> <p>Modified text: Paragraph 5.3.48 and 5.3.48a modified to read: PPG2 states that a Forest Plan may be a material consideration in deciding planning applications. Therefore when assessing development proposals in the Community Forest area the council will have regard to the policies and objectives set out in the Watling Chase Forest Plan. The council will seek to obtain tree planting schemes from development proposals where appropriate. However, tree planting should take place only in the most suitable areas, and the density and diversity of tree planting schemes will need to be of native broadleaf species and appropriate to the ecological conditions and wildlife habitats of identified (non-woodland) value, and should complement the unique character and landscape quality of Barnet’s green belt. <u>The local planning authority can assist in promoting the objectives of the Community Forest by approving proposals that allow improvement to rights of way, open spaces, provide environmental education facilities, picnic sites, small car parks and schemes that provide forest related enterprises ancillary to the forest use.</u></p>	In accordance with Inspector’s recommendation 5.103

104	Para 5.3.49	<p>Modified text: Insert new paragraph 5.1.13 ‘Management’ <u>The management of open spaces and rights of way is important in order to gain the maximum benefit for leisure, agriculture, nature conservation and other uses, and to prevent the neglect and dereliction of land. The council can influence the land management of its own land and holdings, but many important areas of land, including wildlife sites, are owned by private individuals. Therefore the council will continue to support programmes contained in the ‘Countryside and Green Space Management Strategy’ and will produce a Local Biodiversity Action Plan for the borough. Where necessary section 106 agreements will be used to secure management plans or, and funds for such, with the owner or operator and/or an appropriate voluntary body.</u></p>	In accordance with Inspector’s recommendation 5.106 (ii)
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CHAPTER 6: LEISURE, RECREATION AND TOURISM

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
105	Para 6.1.6	<p>Current wording National Policy Context The Government’s objectives for leisure and tourism are set out in Planning Policy Guidance Notes: PPG 17 - Sports and Recreation (1991) and PPG21 Tourism (1992). PPG17 states that development plans should identify the scope for major sports and recreational initiatives, assess the local need for facilities and identify suitable sites or types of sites for such development. The guidance emphasises that opportunities for sport and recreation should be available to all regardless of their sex, age or ability and therefore access in an important issue to consider. The guidance also places importance on the amenity value of open space and its contribution towards conservation of the built and natural environment.</p> <p>Modified wording: The Government’s objectives for leisure and tourism are set out in Planning Policy Guidance Notes: PPG 17 - Sports and Recreation (1991) and PPG21 Tourism (1992). PPG17 states that development plans should identify the scope for major sports and recreational initiatives, assess the local need for facilities and identify suitable sites or types of sites for such development. <u>Open spaces, sport and recreation all underpin people’s quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objective of promoting more sustainable development. Planning Policy Guidance Note: PPG 17 Planning for Open Space, Sport and Recreation (2002) identifies the need for effective planning for open space, sport and recreation. Local Authorities should undertake robust assessments of the existing and future needs of their communities for open space, sports and recreation facilities. Assessments will normally be undertaken at borough level, although assessments of strategic facilities should be undertaken at regional or sub- regional levels. Development plans should identify the scope for major sports and recreational initiatives, assess the local need for facilities and identify suitable sites or types of sites for such development.</u> The guidance emphasises that opportunities for sport and recreation should be available to all regardless of their sex, age or ability and therefore access in an important issue to consider. The guidance also places importance on the amenity value of open space and its contribution towards conservation of the built and natural environment.</p>	To Update text in accordance with Inspector’s recommendation 6.10 (iii)
106	Para 6.1.7	<p>Current Wording: PPG17 recognises that there are links between leisure and tourism and therefore the recreational needs of visitors should be taken into account when planning for tourism.</p> <p>Modified Wording:</p>	To Update text in accordance with Inspector’s recommendation 6.10 (iii)

		<p>PPG17 recognises that there are links between leisure and tourism and therefore the recreational needs of visitors should be taken into account when planning for tourism.</p> <p><u>PPG 17 states that in identifying where to locate new areas of open space, sports and recreational facilities, local authorities should consider the recreational needs of visitors and tourists.</u></p>	
107	Para 6.1.9	<p>Current wording: PPG6 - Town Centres and Retail Development encourages a diversity of uses to complement retailing and contribute to the vitality and viability of town centres. The sequential approach to selecting sites for development set in PPG6 (revised 1996) is applicable for those sports, recreation, arts, culture, entertainment, and tourism facilities which attract a lot of people.</p> <p>Modified wording: PPG6 - Town Centres and Retail Development encourages a diversity of uses to complement retailing and contribute to the vitality and viability of town centres. The sequential approach to selecting sites for development set in PPG6 (revised 1996) is applicable for those sports, recreation, arts, culture, entertainment, and tourism facilities which attract a lot of people. Planning Policy Statement 6 (PPS6) – Planning for Town Centres (2005), which replaces PPG6, recognises that a diversity of complementary uses in town centres make an important contribution to their vitality, viability and attractiveness. Tourism, leisure and cultural activities should be dispersed throughout town centres, and provision made, where appropriate, for a range of such uses as contributors toward the night-time economy. The guidance states that local authorities should give consideration to the scale of leisure developments and their likely impact. The sequential approach to site selection is set-out in PPS6.</p>	To Update text in accordance with Inspector’s recommendation 6.10 (iii)
108	Para 6.1.11	<p>Current wording: Regional Policy Context RPG3 – Strategic Guidance for London Planning Authorities (1996) stresses the importance of maintaining parks, playing fields and open space and recommends that boroughs should identify areas deficient in open spaces and seek to reduce these deficiencies. RPG3 sees town centres as appropriate locations for development proposals which generate large number of trips including leisure facilities, arts, culture, entertainment and tourist attractions and facilities. Other locations highly accessible by public transport may be acceptable but only where there are no suitable sites within the town centres or failing that, at the edge of existing town centres. All development proposals for the above uses will be assessed in line with the sequential approach as outlined in PPG6. RPG3 states that there is an over concentration of hotels in certain areas of central London and advocates the provision of hotels space in the outer boroughs. Proposals for new hotel development will be assessed against the sequential approach as outlined in PPG6</p> <p>Modified wording: Delete current wording and replace with the following:</p>	In accordance with the inspector’s recommendation 6.10 (iii)

		<p><u>The London Plan has set out policies to ensure diverse opportunities exist to enhance London’s standing as a centre of culture, relaxation and innovation. London’s distinctive network of open spaces, ranging from the Green Belt to local play spaces, should be strongly protected, made more accessible and enhanced. The Government guidance and the London Plan set out a sequential approach to identifying the preferred location for cultural, leisure, retail and sports facilities. In considering proposals for these activities, sites should have good access by public transport or be where improvements are planned. The London Plan recognises open spaces as an integral part of the spatial character of the city. Development on local open spaces will not be acceptable where they have been designated for protection in a UDP or where there is a demonstrable need for that open space, unless that need can be met elsewhere within the local catchment area, or a new replacement open space can be created within the local catchment area. The Mayor’s Tourism Strategy seeks to ensure that London expands as a destination for global tourism and develops a broader visitor base. To accommodate potential growth a further 36,000 hotel bedrooms should be provided in the period up to 2016 in a range of suitable locations throughout London.</u></p>	
109	<p>Para 6.1.14 3rd bullet point</p>	<p>Current Wording: 6.1.14 The council’s overall objectives for leisure and tourism are as follows:-</p> <ul style="list-style-type: none"> ▪ to ensure that there are sufficient sport and recreational facilities and arts, culture and entertainment facilities to meet the needs of residents in the borough. ▪ to encourage the development of recreation, arts and tourism within Barnet ▪ to maintain an adequate level of appropriate open space suitable for outdoor passive and active recreation and improve access to it within the borough. <p>Modified wording:</p> <ul style="list-style-type: none"> ▪ To maintain an adequate level of appropriate open space suitable for passive and active of <u>public open space suitable for formal and informal</u> outdoor recreation and improve access to it in the borough. 	<p>In accordance with the inspector’s recommendation 6.10 (ii) as set out in the council’s pre-Inquiry Changes</p>
110	<p>Protecting Arts, culture and entertainment Facilities 6.3.1 & 6.3.2</p>	<p>Current wording: 6.3.2 The council recognises the importance of safeguarding existing facilities of this kind in the borough, and will resist development proposals that will result in the loss of facilities to other uses. Exceptions may be considered where new arts, culture and entertainment facilities of at least equivalent quality and quantity are provided on part of the site, or at alternative sites more accessible to users, or where improvements are secured for other such facilities. An exception to this policy will also apply where it can be demonstrated that the needs of the community for arts, culture and entertainment facilities are met at similar sites nearby, or where the facilities are not required to meet the long term leisure and cultural needs of the community, or where there is an overriding community need for an alternative use. Any new facilities should meet the locational criteria set out in policy L2 and L3</p>	<p>In accordance with the Inspector’s recommendation 6.16 (ii)</p>

		<p>Modified wording: 6.3.2 The council recognises the importance of safeguarding existing facilities of this kind in the borough, and will resist development proposals that will result in the loss of facilities to other uses. Exceptions may be considered where new arts, culture and entertainment facilities of at least equivalent quality and quantity are provided on part of the site, or at alternative sites more accessible to users, or where improvements are secured for other such facilities. An exception to this policy will also apply where it can be demonstrated that the needs of the community for arts, culture and entertainment facilities are met at similar sites nearby, or where the facilities are not required to meet the long term leisure and cultural needs of the community, or where there is an overriding community need for an alternative use. <u>Such uses could include new health, education provision, community and religious facilities.</u> Any new facilities should meet the locational criteria set out in policy L2 and L3.</p>	
111	Policy L2	<p>Current Wording: Policy L2 The preferred location for arts, culture and entertainment facilities is in the borough’s local town centres. Where there are no suitable sites in these locations the council may consider development proposals in edge of centre locations, and only then out of centre locations. Development proposals which would be located on edge and out of centre sites will be required to provide evidence of need for development and evidence that sequential approach has been applied as outlined in PPG6</p> <p>Modified Wording: Policy L2 The preferred location for arts, culture and entertainment facilities is in the borough’s town centres. Where there are no suitable sites in these locations the council may consider development proposals in edge of centre locations, and only then out of centre locations, <u>which are accessible by a choice of means of transport.</u> Development proposals which would be located on edge and out of centre sites <u>that have not been identified in this plan</u> will be required to provide evidence of need for development and evidence that sequential approach has been applied as outlined in PPS 6.</p>	In accordance with the Inspector’s recommendation 6.19 (ii) as set out in the Council’s pre-Inquiry Changes
112	North Finchley Arts Centre Paras 6.1.12, 6.3.7 & Policy L4	<p>Current wording: Borough Context 6.1.12 The council recognises the role that leisure and arts facilities can play in community regeneration. Among the council’s key aims as set out in its Corporate Plan is to build strong communities and to invest in the arts. In doing so the council will promote the development of an arts centre at North Finchley, consider ways to involve communities in arts and cultural activities and improve access to leisure facilities and services. Another key aim of the council is to create a sustainable, healthy environment, which recognises</p>	In accordance with Inspector’s recommendation 6.28 (i), (ii)

113		<p>parks as important community and environmental assets that contribute to the local quality of life</p> <p>Modified wording: 6.1.12 Borough Context The council recognises the role that leisure and arts facilities can play in community regeneration. Among the council's key aims as set out in its Corporate Plan is to build strong communities and to invest in the arts. <u>In doing so the council has completed construction of an Arts Depot at North Finchley. The Arts Depot is now open and offers the community a wide range of arts and cultural activities and improved access to leisure facilities and services.</u> Another key aim of the council is to create a sustainable, healthy environment, which recognises parks as important community and environmental assets that contribute to the local quality of life.</p> <p>Current wording: 6.3.7 The council and its partners are committed to the development of an arts centre in North Finchley town centre on the site of the former Gaumont cinema at Tally Ho corner, as shown on map 6.1. This development will provide a borough- wide centre of excellence for the development of arts and culture, will help to extend local community involvement in arts and cultural activities, and will act as a catalyst for the wider regeneration of North Finchley town centre. The council has acquired the site for this purpose and outline planning permission has been granted for a mixed use development comprising an arts centre, retail, residential and/or office use</p> <p>. Policy L4 The former Gaumont Cinema site in North Finchley is allocated for the development of an arts centre as part of a mixed use scheme, to provide important community and cultural facilities for the borough and to help regenerate North Finchley town centre.</p> <p>Modified wording: Delete paragraph 6.3.7, Policy L4 and Map 6.1</p>	
114	Para 6.3.17	<p>Current wording: Hotels 6.3.17 Strategic Guidance for London Planning Authorities (RPG3) states that there is an over concentration of hotels in certain areas of London. It advocates the provision of new hotel space in the out boroughs. Overall in London there is a shortage of accommodation in the medium price range. Proposals for the hotel development in Barnet will be assessed against their impact on the amenity, the environment and traffic generation. They should preferably be located in town centres, contributing to the diversity of uses in such</p>	In accordance with the Inspector’s recommendation 6.41 and to update text.

		<p>areas. Where there are no suitable sites in town centres, edge of centre locations and other locations highly accessible by a choice of means of transport may be considered. Due to Barnet’s geographic location, hotels have traditionally located along the main transport routes running through the borough into central London. In light of these special circumstances, locations along the main transport routes might be appropriate for additional hotel development. However, all proposals for edge and out of centre locations, except those identified in this plan, will be required to submit evidence of need for development and evidence that sequential approach has been applied, as outlined in PPG6.</p> <p>Modified wording: 6.3.17 <u>The London Plan seeks to ensure that London expands as a global tourism destination and develops a broader visitor’s base. To accommodate potential growth a further 36,000 hotel bedrooms should be provided by 2016 in a range of suitable locations throughout London, such as town centres, Opportunity Areas with good public transport access to central London and national and international transport termini.</u> Proposals for the hotel development in Barnet will be assessed against the impact on the amenity, the environment and traffic generation. They should preferably be located in town centres, contributing to the diversity of uses in such areas. Where there are no suitable sites in town centres, edge of centre locations and other locations highly accessible by a choice of means of transport may be considered. Due to Barnet’s geographic location, hotels have traditionally located along the main transport routes running through the borough into central London. In light of these special circumstances, locations along the main transport routes might be appropriate for additional hotel development. However, all proposals for edge and out of centre locations, except those identified in this plan, will be required to submit evidence of need for development and evidence that sequential approach has been applied, as outlined in PPG6 <u>PPS6</u>. <u>Town centre proposals should be consistent with the scale and function of the centre involved, and all development should be in keeping with the character of the area.</u></p>	
115	Policy L10	<p>Current wording: Policy L10 The council will permit development proposals for hotel development provided that:</p> <ol style="list-style-type: none"> i. there is no demonstrably harmful impact on the amenities of nearby residential properties and other uses; ii. the development is in keeping with the scale and function of the centre, and the character of the surrounding area; iii. the development is easily accessible by public transport, walking and cycling; and iv. the development is designed to be accessible for people with disabilities. <p>Modified wording: Policy L10 The council will permit development proposals for hotel development provided that:</p>	In accordance with Inspector’s recommendation 6.45 (i), (ii)

		<p>i. there is no demonstrably harmful impact on the amenities of nearby residential properties and other uses;</p> <p>ii. <u>the development is in keeping with the scale and function of the centre, and/or the character of the surrounding area;</u></p> <p>iii. <u>the development is highly accessible by a choice of means of transport; and</u></p> <p>iv. the development is designed to be accessible for people with disabilities.</p>	
116	Para 6.3.19	<p>Current wording: Parks and Open Spaces 6.3.19 For the purpose of this plan public open space is defined as public parks, commons, heaths and woodland and other open spaces with recognised, well established and unrestricted public access and are being classified according to the open space hierarchy (see Table 6.1) though not necessarily publicly owned. Public open spaces are important features in the borough because of their attractive quality, the rich diversity of the fauna and flora they support and for the essential role they play for leisure and recreation. They are used for active pursuits such as participating in organised team games, play, festivals and cultural events, as well as passive activities such as sitting and appreciating nature. As well as leisure and recreation, public open spaces may have ecological and education values. These are explored in other chapters, notably the Open Environment. Areas of designated public open space in Barnet are shown on map 6.2</p> <p>Modified wording: Parks and Open Spaces 6.3.19 For the purpose of this plan public open space is defined as public parks, commons, heaths and woodland and other open spaces with recognised, well established and unrestricted public access and capable of being classified according to the open space hierarchy (see Table 6.1), though not necessarily publicly owned. Public open spaces are important features in the borough because of their attractive quality, the rich diversity of the fauna and flora they support and for the essential role they play for leisure and recreation. They are used for active pursuits such as participating in organised team games, play, festivals and cultural events, as well as passive activities such as sitting and appreciating nature. As well as leisure and recreation, public open spaces may have ecological and education values. These are explored in other chapters, notably the Open Environment. Areas of designated public open space in Barnet are shown on map 6.2. <u>The council will produce an open space strategy in accordance with PPG 17. This will help provide the evidence base for the Local Development Framework which will replace the UDP.</u></p>	In accordance with the Inspector's recommendation 6.57 (ii), (iii)
117	Policy L12, Para 6.3.21& 6.3.22	<p>Current wording: 6.3.21 The council recognises the role that public open space plays in enhancing the environment and offering opportunities for leisure and recreation, and will seek to encourage the provision of new public open space</p>	In accordance with the Inspector's recommendation 6.62 (i), (ii), (iii)

118		<p>in the borough. The council has identified areas of public open space deficiency in the borough based on the open space hierarchy, and areas of deficiency at local park level are shown on map 6.2. A priority for the council will be addressing the lack of public open space in some parts of the borough indicated at the areas of deficiency at park level. This indicator is not in itself sufficient because some areas shown as deficient have low residential density and good availability of private open space. In considering provision of new public open space both measures will be taken into account.</p> <p>Modified wording: 6.3.21 The council recognises the role that public open space plays in enhancing the environment and offering opportunities for leisure and recreation, and will seek to encourage the provision of new public open space in the borough. <u>It recognises the benefits of open space improvements to the quality of commercial development.</u> The council has identified areas of public open space deficiency in the borough based on the open space hierarchy, and areas of deficiency at local park level are shown on map 6.2. A priority for the council will be addressing the lack of public open space in some parts of the borough indicated at the areas of deficiency at park level. This indicator is not in itself sufficient because some areas shown as deficient have low residential density and good availability of private open space. In considering provision of new public open space both measures will be taken into account.</p> <p>Current wording: 6.3.22 Public open space can be appropriately provided as a part of new housing, retail, leisure and employment development, and where appropriate, the council will seek to enter into planning obligations with developers to secure the provision of new public open space. Further detail on the provision of public open space in conjunction with new housing development is given in policy H20 in the housing chapter. Where new public open space is provided as part of a new development, it will be required to meet the council’s minimum standards and be subject to agreements regarding arrangements for maintenance. New open space must have genuine amenity value and be beneficial to the local community. The fragmentation of open space across a development will not normally be considered acceptable unless there is a demonstrated environmental or ecological justification...</p> <p>Modified wording: 6.3.22 Public open space can be appropriately provided as a part of new housing, retail, leisure and employment development, and where appropriate, the council will seek to enter into planning obligations with developers to secure the provision of new public open space. Further detail on the provision of public open space in conjunction with new housing development is given in policy H20 in the housing chapter. Where new public open space is provided as part of a new development, it will be required to meet the council’s minimum standards and be subject to agreements regarding arrangements for maintenance. New open</p>	
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119		<p>space must have genuine amenity value and be beneficial to the local community. The fragmentation of open space across a development will not normally be considered acceptable unless there is a demonstrated environmental or ecological justification...</p> <p>Current wording; Policy L12 The council will seek to enter into planning obligations, where appropriate, in conjunction with new development, to secure improvements in the amount, quality and distribution of open spaces in areas of deficiency identified by the council</p> <p>Modified wording: Policy L12 The council will seek to enter into planning obligations, where appropriate, in conjunction with new development, to secure improvements in the amount, quality and distribution of open spaces in areas of deficiency identified by the council <u>The council will encourage new development to secure improvements in the amount, quality and distribution of public open spaces in areas of deficiency identified by the council</u></p>	
121	Para 6.3.26	<p>Current wording: Metropolitan Walks 6.3.26 Central to the concept of metropolitan walks is the establishment of a London-wide network of long-distance, way marked scenic walks, including green chains, riverside, civic and countryside walks. They may pass through a variety of environments, though in Barnet they are predominantly linked to green chains (as identified in the Open Environment chapter). They are of particular importance in providing recreational opportunities for long and short distance walking in pleasant and interesting surroundings. The council will seek to resist development proposals which adversely affect the quality of metropolitan walks.</p> <p>Modified Wording: Metropolitan Walks 6.3.26 Central to the concept of metropolitan walks is the establishment of a London-wide network of long-distance, way marked scenic walks, including green chains, riverside, civic and countryside walks. They may pass through a variety of environments, though in Barnet they are predominantly linked to green chains (as identified in the Open Environment chapter). They are of particular importance in providing recreational opportunities for long and short distance walking in pleasant and interesting surroundings. <u>The council will seek to resist development proposals which adversely affect the quality of metropolitan walks.</u></p>	In accordance with the Inspector’s recommendation 6.71 (ii)
122	Paras 6.3.29, 6.3.30 and	<p>Current Wording: Allotments</p>	In accordance with the Inspector’s

<p>123</p> <p>124</p>	<p>6.3.31. Policy L16</p>	<p>6.3.29 Allotment gardening is a popular recreational activity combining exercise and relaxation and enjoyed by many borough residents. The produce of allotments can make a positive contribution to a healthier lifestyle and the concept of sustainable development. The allotments in Barnet are an important amenity, and also make a significant contribution to the borough’s network of open spaces.</p> <p>Modified wording: Allotments 6.3.29 Allotment gardening is a popular recreational activity combining exercise and relaxation and enjoyed by many borough residents. The produce of allotments can make a positive contribution to a healthier lifestyle and the concept of sustainable development. The allotments in Barnet are an important amenity, and also make a significant contribution to the borough’s network of open spaces <u>and to its biodiversity.</u></p> <p>Current wording: 6.3.30 The council will seek to protect and promote existing allotment land, and will resist development proposals which would result in the loss of these facilities. However, the council will consider alternative uses of under-occupied and under-used allotment land if it is satisfied that displaced plot holders will be provided with suitable land elsewhere. This land would need to be within a reasonable distance of plot holders’ homes, be able to provide an equivalent standard of ground condition, and have a water supply and similar terms of tenure. The council will also consider alternative uses for allotment land which is surplus to demand but will need to be satisfied that there is little likelihood of any future increase in demand for such facilities.</p> <p>Modified wording: 6.3.30 The council will seek to protect and promote existing allotment land, and will resist development proposals which would result in the loss of these facilities. However, the council will consider alternative uses of under-occupied and under-used allotment land if it is satisfied that displaced plot holders will be provided with suitable land elsewhere. This land would need to be within a reasonable distance of plot holders’ homes, be able to provide an equivalent standard of ground condition, and have a water supply and similar terms of tenure. The council will also consider alternative uses for allotment land which is surplus to demand but will need to be satisfied that there is little likelihood of any future increase in demand for such facilities. <u>The criteria requires that at least 50% of plots on an allotment site would need to remain vacant despite a three year marketing campaign to attract occupiers, before alternative uses can be considered. Where this is the case, the vacant allotments should be consolidated to one part of the site and this area only discontinued from allotment use.</u></p>	<p>recommendation 6.81(i), (ii) as set out in the council’s pre-Inquiry Changes and (iii), (iv)</p>
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125		<p>Current wording: 6.3.31 In areas of open space deficiency it is especially important to ensure that the open character and appearance of the allotment sites is retained. Surplus allotment land could contribute to reducing these deficiencies. Therefore, when considering proposals on land used as allotments located in areas of open space deficiency, the council will consider the scope for providing public open space, recreational or other community uses on part or the whole of the site. Where on-site provision is not possible, alternative methods of provision will be considered. The factors listed in the paragraph above will also apply.</p> <p>Modified wording: 6.3.31 In Areas of open space deficiency it is especially important to ensure that the open character and appearance of the allotment sites is retained. Surplus allotment land could contribute to reducing these deficiencies. Therefore, when considering proposals on land used as allotments located in areas of open space deficiency, the council will consider the scope for providing public open space, recreational or other community uses on part or the whole of the site. Where on-site provision is not possible, alternative methods of provision will be considered. The factors listed in the paragraph above will also apply.</p>	
126		<p>Current wording: Policy L16 The council will protect and promote existing land used for allotments. Development proposals resulting in the loss of allotments may only be considered where: i. there is clear evidence of insufficient demand for the continued use of the land as allotments; and ii. Suitable alternative land is made available for any displaced allotment holders. In areas which are deficient in open space, the council Will consider the scope for providing public open space, recreational or other community uses on part or the whole of the site. Where on-site provision is not possible, alternative methods of provision will be considered.</p> <p>Modified wording: Policy L16 The council will protect and promote existing land used for allotments. Development proposals resulting in the loss of allotments may only be considered where: i. there is clear evidence of insufficient demand for the continued use of the land as allotments; and ii. Suitable alternative land is made available for any displaced allotment holders. In areas which are deficient in <u>public</u> open space, the council will consider the scope for providing public open space, recreational or other community uses on part or the whole of the site. Where on-site provision is not possible, alternative methods of provision will be considered.</p>	
127	Para 6.3.36a	Current wording:	In accordance with

		<p>6.3.36a National Playing Field Association (NPFA) recommends a minimum standard for provision of outdoor playing space. The recommended standard for sport pitches is 1.6 - 1.8 ha (4 - 4.5 acres) per 1000 population. Any application involving playing fields will be assessed against the above standard. The emerging GLA Spatial Development Strategy will provide further guidance on provision and protection of playing fields.</p> <p>Modified wording: 6.3.36a <u>National Playing Field Association (NPFA) recommends minimum standards for outdoor playing space. The recommended minimum provision for outdoor sport is between 1.6 and 1.8 hectares (4 to 4.5 acres) per 1000 population. Of this provision, 1.2 hectares (3 acres) should be specifically allocated for pitch sports and the balance is required for non-pitch sports (e.g. tennis, bowls, athletics and croquet). Any application involving playing fields will be assessed against the above standards until the council has completed both a local needs assessment and an audit of existing open space, sports and recreational facilities. These will lead to the setting of local standards.</u></p>	<p>the Inspector's recommendation 6.88 (i) as set out in the council's Pre-Inquiry Changes and 6.88 (ii)</p>
<p>128</p>	<p>Sports and recreation Facilities 6.3.35,</p>	<p>Current wording: 6.3.35 A proposal involving the loss of sports grounds and playing fields may also be considered where there is an excess of playing field provision and public open space in the area, and where there is an overriding community need. This overriding community need may constitute a requirement to support additional educational provision or facilities to improve quality of life.</p> <p>Modified Wording: 6.3.35 A proposal involving the loss of sports grounds and playing fields may also be considered where there is an excess of playing field provision and public open space in the area, and where there is an overriding community benefit in terms of sport and recreation. This overriding community need may constitute a requirement to support additional educational provision or facilities to improve quality of life.</p>	<p>In accordance with the Inspector's recommendation 6.94 (i), (ii)</p>
<p>129</p>	<p>Policy L18</p>	<p>Current wording: Policy L18 The council will consider proposals for the development of playing fields identified as surplus by the council taking in the account considerations set out in government guidance, and where an overriding community need can be shown.</p> <p>Modified wording: Policy L18</p>	

		The council will consider proposals for the development of playing fields identified as surplus by the council taking in the account considerations set out in government guidance, and where an overriding community need can be shown <u>benefit in terms of sport and recreation can be shown.</u>	
130	Floodlighting 6.3.38	<p>Current Wording: Floodlighting 6.3.38 The hours during which sports pitches and courts can be used can be greatly increased by the use of floodlighting. This is an efficient use of existing resources, and can help to meet the increasing demand for such facilities in the borough. The use of floodlights, however, can cause significant light and noise pollution at night and be visually intrusive by day. Therefore, the council will only permit proposals for the floodlighting of sports facilities where the use of floodlights will not cause unacceptable night-time nuisance in residential areas nor be visually intrusive by day. The type of lighting used and the design of the lighting can help to reduce the impact of floodlighting on the surrounding area, and the council will have regard to this when considering such proposals. The council may also seek to control the hours during which floodlighting are used through the use of planning conditions.</p> <p>Modified wording: Floodlighting 6.3.38 The hours during which sports pitches and courts can be used can be greatly increased by the use of floodlighting. This is an efficient use of existing resources, and can help to meet the increasing demand for such facilities in the borough. The use of floodlights, however, can cause significant light and noise pollution at night and be visually intrusive by day. <u>Floodlights have a detrimental effect on wildlife such as the breeding habitats of certain species of birds.</u> Therefore, the council will only permit proposals for the floodlighting of sports facilities where the use of floodlights will not cause unacceptable night-time nuisance in residential areas, <u>adversely affect wildlife habitats or</u> be visually intrusive by day. The type of lighting used and the design of the lighting can help to reduce the impact of floodlighting on the surrounding area, and the council will have regard to this when considering such proposals. The council may also seek to control the hours during which floodlighting are used through the use of planning conditions.</p>	in accordance with the Inspector's recommendation 6.100 (i) (ii)
131	Policy L20	<p>Current wording: Policy L20 Proposals for the floodlighting of sports facilities will be permitted where this would not cause unacceptable nuisance to nearby residents and users of other properties. The council may restrict hours of use.</p> <p>Modified wording: Policy L20</p>	

		Proposals for the floodlighting of sports facilities will be permitted where this would not cause unacceptable <u>significant</u> nuisance to nearby residents and to users of other properties, and <u>where wildlife interests would not be significantly affected</u> . The council may restrict hours of use.	
132	Policy L22	<p>Current wording: Policy L22 The council will only permit proposals for the development of golf courses and ancillary facilities where:</p> <ol style="list-style-type: none"> 1. there is no demonstrably harmful impact on the visual appearance and established character of the locality; 2. there is no demonstrably harmful impact on the nature conservation, landscape or archaeological value of the site; and 3. There will not be a reduction in public access to the countryside and open space. <p>Modified wording: Policy L22 The council will only permit proposals for the development of golf courses and ancillary facilities where:</p> <ol style="list-style-type: none"> 1. there is no demonstrably harmful impact on the visual appearance and established character of the locality; 2. there is no demonstrably harmful impact on the nature conservation, landscape or archaeological value of the site and <u>the surrounding area</u>; and 3. There will not be a reduction in public access to the countryside and open space. 	In accordance with the Inspector's recommendation 6.103
133	Para 6.3.51 & Policy L26	<p>Current wording: Use of Planning Obligations to Secure - Sports and Recreation Facilities 6.3.51 Where new housing or major commercial or retail development creates a demand for sports and recreation facilities, the council will, where appropriate, seek to enter into planning obligations with developers to secure the provision of outdoor and indoor sports and recreation facilities for the community, or contributions towards their provision, in particular, facilities that cater for the needs of those sectors of the community identified as target groups in the council's Strategy for Sport in Barnet. These agreements will be subject to arrangements for public access and long term funding for the maintenance of facilities.</p> <p>Modified wording: 6.3.51 Where new housing or major commercial or retail development creates a demand <u>need</u> for sports and recreation facilities, the council will, where appropriate, seek to enter into planning obligations with developers to secure the provision of outdoor and indoor sports and recreation facilities for the community, or contributions towards their provision, in particular, facilities that cater for the needs of those sectors of the community identified as target groups in the council's Strategy for Sport in Barnet. These agreements</p>	In accordance with the Inspector's recommendation 6.120 (i), (ii), (iii)

134		<p>will be subject to arrangements for public access and long term funding for the maintenance of facilities.</p> <p>Current wording: 6.3.52 This policy should be read in conjunction with policy L12 in this chapter and policy H20 in the Housing chapter relating to the use of planning obligations to secure areas of public open space. The Implementation chapter sets out in more detail the council’s priorities for planning obligations.</p> <p>Modified wording: 6.3.52 This policy should be read in conjunction with policy L12 in this chapter and policy H20 in the Housing chapter relating to the use of planning obligations to secure areas of public open space. The Implementation chapter sets out in more detail the council’s priorities for planning obligations. <u>The council will prepare a Supplementary Planning Document (SPD) on contributions to culture, recreation and open spaces from development.</u></p>	
135		<p>Current wording: Policy L26 The council will seek to enter into planning obligations, where appropriate, in conjunction with new development, to secure the provision of outdoor and indoor sports and recreation facilities for the community.</p> <p>Modified wording: Policy L26 The council will seek to enter into planning obligations, where appropriate, in conjunction with new development, to secure the provision of outdoor and indoor sports and recreation facilities for the community. <u>Where a development creates a need for new or improved sports and recreation facilities, the council will seek to enter into planning obligations with the developer to secure their provision.</u></p>	

CHAPTER 7: MOVEMENT

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
136	Policy GLoc	<p>Current Wording: The council will encourage development in locations which will reduce the need for travel, promote the use of public transport and other non-car modes and reduce the journey length of those trips which are made by car.</p> <p>Modified wording The council will encourage development in locations which will reduce the need for travel, promote the use of public transport and other non-car modes and reduce <u>the number and</u> journey length of those trips which are made by car.</p>	Update text in accordance with Inspector’s recommendation 7.3 (i)
137	Para 7.1.4	<p>Current Wording: Generally, providing additional facilities for the car simply increases car ownership and use. Although unrestrained car usage could eventually reach a natural saturation level, this level is beyond that which the country could accommodate. Transport measures such as traffic calming and parking management have been used in an attempt to ameliorate some of the problems but can sometimes just displace the problem elsewhere. Even though car ownership is increasing, in 1995 39% of London households did not own a car. Development orientated towards car use can exclude a significant percentage of the population.</p> <p>Modified Wording: Generally, providing additional facilities for the car simply increases car ownership and use. Although unrestrained car usage could eventually reach a natural saturation level, this level is beyond that which the country could accommodate. Transport measures such as traffic calming and parking management have been used in an attempt to ameliorate some of the problems but can sometimes just displace the problem elsewhere. Even though car ownership is increasing, in 1995 39% of London households did not own a car. <u>In 2001 Barnet had 1.1 cars per household (8th highest in London) and 73% of households had access to a car (10th highest in London).</u> Development orientated towards car use can exclude a significant percentage of the population.</p>	Update figures in accordance with Inspector’s recommendation 7.3 (ii)
138	Para 7.1.9	<p>Current Wording: The need to achieve sustainability by reducing the demand for travel is the main theme of PPG13 Transport (1994). It emphasises that growth in travel, particularly by private car, cannot be sustained and that planning and non-planning measures are required to manage demand and restrain the growth of road traffic. The Government’s transport policy aims:</p>	Update text in accordance with Inspector’s recommendation 7.3 (ii)

		<ul style="list-style-type: none"> • To reduce transport related deaths and injuries. • To reduce the damaging effects of transport on the environment. • To improve choice, quality, value and accessibility for transport users. <p>Modified Wording: The need to achieve sustainability by <u>and</u> reduce the demand for travel is <u>are</u> the main themes running through of PPG 13 Transport (2001). It emphasises that growth in travel, particularly by private car, cannot be sustained and that planning and non-planning measures are required to manage demand and restrain the growth of road traffic. The Government’s transport policy aims:</p> <ul style="list-style-type: none"> • To promote more sustainable transport choices for both people and moving freight. • Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and • Reduce the need to travel, especially by car. <p><u>It emphasises the need to extend choice in transport and secure mobility in a way that supports sustainable development and that land use planning has a key role in delivering the Government’s integrated transport strategy. Transport planning policies are part of an overall approach to addressing the needs of motorists, other road and public transport users, and business by reducing congestion and pollution and achieving better access to development and facilities. PPG13 acknowledges that the car will continue to have an important part to play and that parking policies, alongside other planning measures, are required to manage demand and restrain the growth of road traffic.</u></p>	
139	7.1.12 – 7.1.17	<p>Current Wording: 7.1.12 Regional Planning Guidance for the South East (RPG9) sets out three key objectives for the region:</p> <ul style="list-style-type: none"> • Enhanced economic performance • Sustainable development and environmental improvement • Opportunity and choice. <p>Transport policies are identified as a key factor in meeting these objectives.</p> <p>Modified Wording: Regional Planning Guidance for the South East (RPG9) sets out three key objectives for the region:</p> <ul style="list-style-type: none"> • Enhanced economic performance • Sustainable development and environmental improvement • Opportunity and choice. <p>Transport policies are identified as a key factor in meeting these objectives.</p>	Update text to include London Plan. In accordance with Inspector’s recommendation 7.3 (ii)

140		<p><u>It is a key objective of the London Plan (February 2004) to improve London’s accessibility, making it easier to move around the city.</u></p> <p>7.1.13 Current Wording: RPG3 (1996) provides more specific Strategic Guidance for London Planning Authorities. With regard to transport it states: “In order to maintain its status as a world city, London requires a modern, efficient transport system which meets the needs of its residents, businesses and visitors while respecting and improving the environment”.</p> <p>Modified Wording: RPG3 (1996) provides more specific Strategic Guidance for London Planning Authorities. With regard to transport it states: “In order to maintain its status as a world city, London requires a modern, efficient transport system which meets the needs of its residents, businesses and visitors while respecting and improving the environment”.</p> <p><u>The London Plan (2004) provides specific Strategic Guidance for London Planning Authorities. With regard to transport it states “To achieve the Mayor’s vision of an exemplary, sustainable world city, the quality of London’s transport must be transformed. This means taking an integrated approach to transport provision and development, making major improvements to public transport and tackling traffic congestion.”</u></p>	
141		<p>7.1.14 Current Wording: The Government has the following strategic objectives for transport in London:</p> <ul style="list-style-type: none"> • To maintain and enhance the quality of London’s international transport links. • To enhance the quality of commuter services by rail and underground. • To promote greater use of less polluting modes of transport, subject to the need to maintain competitiveness and safety. • To facilitate access to the central business districts and ease movement within them. • To plug major gaps in the road and rail network. <p>Modified Wording: The Government has the following strategic objectives for transport in London:</p> <ul style="list-style-type: none"> • To maintain and enhance the quality of London’s international transport links. • To enhance the quality of commuter services by rail and underground. 	

142		<ul style="list-style-type: none"> • To promote greater use of less polluting modes of transport, subject to the need to maintain competitiveness and safety. • To facilitate access to the central business districts and ease movement within them. • To plug major gaps in the road and rail network. <p><u>The Mayor has the following strategic objectives for transport in London:</u></p> <ul style="list-style-type: none"> • <u>Provide the spatial framework for the development of London’s transport system to ensure that development supports the Mayor’s Transport Strategy.</u> • <u>Improve and expand London’s public transport through increased and phased investment in services and infrastructure.</u> • <u>Minimise the need to travel and the growth of journey lengths.</u> • <u>Improve international, national and regional transport access to London, including airports and ports.</u> • <u>Integrate development with public transport to ensure that there is a proper fit between development and the capacity of the public transport network to service it over the period on the plan, taking appropriate opportunities to intensify the use of land where current or future transport capacity allows and to connect Londoners to employment opportunities.</u> • <u>Tackle congestion through levels of restraint of car use appropriate to the different parts of London and the provision of alternatives, including the improvement of access on foot and by cycle and better and safer facilities for pedestrians and cyclists.</u> • <u>Improve the sustainable movement of freight within and around London, making more use of water and rail.</u> <p>7.1.16</p> <p>Current Wording: The Greater London Authority is likely to assume an important role in transport planning in London. The GLA Act gives the Authority and the boroughs significant duties and powers to develop and implement a transport strategy for London. This strategy may influence changes to transport policies applied in the borough during the life of this UDP, such as proposals for road pricing and taxing workplace car spaces.</p> <p>Modified Wording: The Greater London Authority is likely to assume<u>s</u> an important role in transport planning in London. The GLA Act (1999) gives the Authority and the boroughs significant duties and powers to develop <u>and the powers to develop</u> and implement a transport strategy for London. This strategy may influence changes to transport policies applied in the borough during the life of this UDP, such as proposals for road pricing and taxing workplace car spaces.</p>	
143	Para 7.3.5	Current Wording:	In accordance with

		<p>Paragraph 7.3.5 In order to assess the suitability of a development proposal for a particular location in terms of accessibility, a methodology is required that will produce consistent and valid results. The methodology the council will use to measure the accessibility of a site by public transport is based on that currently known as the Hammersmith and Fulham model. The council will continue to work with other boroughs and agencies to develop and improve the model.</p> <p>Modified Wording: Paragraph 7.3.5 In order to assess the suitability of a development proposal for a particular location in terms of accessibility, a methodology is required that will produce consistent and valid results. The methodology the council will use to measure the accessibility of a site by public transport is based on that currently known as the Hammersmith and Fulham model <u>the Public Transport Accessibility Level (PTAL) model. However, this method will not be used exclusively when determining the accessibility of a site.</u> The council will continue to work with <u>TfL, GLA and other suburban boroughs to develop and improve the model a public transport accessibility methodology which reflects more accurately the actual patterns of movement that take place in outer London. When considering the parking requirements of planning applications, the key determinants will be: PTAL, location (i.e town centre), parking stress (i.e on-street parking conditions) and whether the proposal is a conversion of an existing use.</u></p>	Inspector’s recommendation 7.16 (ii)
144	Policy M1	<p>Current wording: Policy M1 The council will expect that major development proposals with the potential for significant trip generation should be in locations which are, or will be made, highly_accessible, by a range of modes of transport, in particular public transport, walking and cycling. In assessing the suitability of such proposals, the council will use a measurement of accessibility.</p> <p>Modified wording: Policy M1 The council will expect that major development proposals with the potential for significant trip generation should be in locations which are, or will be made, highly_accessible, by a range of modes of transport, in particular public transport, walking and cycling. In assessing the suitability of such proposals, the council will <u>make reference to established accessibility models and further refinements in consultation with strategic authorities.</u></p>	Partially in accordance with inspector’s recommendation 7.16 (iii)
145	Para 7.3.9	<p>Current Wording: Paragraph 7.3.9 The council has duties under the Road Traffic Reduction Act and in its Transport Strategy has set a target of reducing road traffic levels by 10% by the year 2010. This target can only be achieved through the co-</p>	Update text in accordance with Inspector’s recommendation

		<p>operation and will of the whole community. The careful location of potentially polluting uses and planning measures to reduce road traffic and the need to travel will help to minimise the impact on air quality. Further details about air pollution is contained in the Environmental Resources chapter.</p> <p>Modified Wording: Paragraph 7.3.9 The council has duties under the Road Traffic Reduction Act and in its Transport Strategy has set a target of reducing road traffic levels by 10% by the year 2010 <u>the Mayor’s Transport Strategy has set a target of limiting traffic growth to 5% in outer London between 2001 and 2011.</u> This target can only be achieved through the co-operation and will of the whole community. The careful location of potentially polluting uses and planning measures to reduce road traffic and the need to travel will help to minimise the impact on air quality. Further details about air pollution is contained in the Environmental Resources chapter.</p>	7.19 (ii)
146	Policy M2	<p>Current Wording: Policy M2 In considering planning applications for new development, the council will expect developers to submit a full transport impact assessment, including an analysis of accessibility by non-car modes and measures to assist in meeting Barnet’s traffic reduction targets.</p> <p>Modified Wording: Policy M2 In considering planning applications for new development, the council will <u>require</u> expect developers to submit a full transport impact assessment, including where it will have significant transport implications. <u>This will include</u> an analysis of accessibility by non-car modes and measures to assist in meeting Barnet’s traffic reduction targets.</p>	In accordance with Inspector’s recommendation 7.19 (i)
147	Paragraphs 7.3.11 and 7.3.12	<p>The title for this section will be renamed: <u>Travel Plans and Safer Routes to School Programme</u></p> <p>Current Wording: Paragraph 7.3.11 Green Travel Plans (GTPs) are one of the many tools available for reducing road traffic (See Glossary). By drawing up these plans, organisations identify ways in which their employees, and in some cases customers, can be helped and encouraged to travel using methods other than the car. The sites potentially generating the largest traffic flows are considered to be the first priority for implementing GTPs. Below a certain level of employment/trip generation, the value of a Green Travel Plan will be less.</p> <p>Modified Wording: Paragraph 7.3.11</p>	In accordance with Inspector’s recommendation 7.24 (i) as set in the council’s pre-Inquiry Changes

148		<p>Green Travel Plans (GTPs) are one of the many tools available for reducing road traffic (see Glossary). By drawing up these plans, organisations identify ways in which their employees, and in some cases customers, can be helped and encouraged to travel using methods other than the car. <u>Measures can include provision of a safe cycle parking and showering facilities, recruiting staff or attracting customers from areas accessible by public transport and the setting up a car sharing register. There is also a need for travel plans to contain measurable outputs. PPG 13 paragraph 90 states that these outputs might relate to targets in the local transport plan, and should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for enforcement, in the event that agreed objectives are not met.</u> The sites potentially generating the largest traffic flows are considered to be the first priority for implementing GTPs <u>Travel Plans</u>. Below a certain level of employment/trip generation, the value of a Green Travel Plan will be less. The council believes that Green Travel Plans have a significant role to play in achieving road traffic reduction. The council is developing a plan for its own employees and will encourage employers to voluntarily adopt plans themselves. In appropriate situations, through the use of planning obligations, the council will require occupiers of new developments to adopt and maintain Green Travel Plans. <u>Guidance on developing travel plans is published by many organisations, including the ODPM/DfT 2002 publication <i>Using the planning process to secure travel plans; Best practice guidance for local authorities, developers and occupiers.</i></u></p> <p>Current wording: Paragraph 7.3.12 The council believes that Green Travel Plans have a significant role to play in achieving road traffic reduction. The council is developing a plan for its own employees and will encourage employers to voluntarily adopt plans themselves. In appropriate situations, through the use of planning obligations, the council will require occupiers of new developments to adopt and maintain Green Travel Plans.</p> <p>Modified wording: Paragraph 7.3.12 The council believes that Green Travel Plans have a significant role to play in achieving road traffic reduction. The council is developing a plan for its own employees and will encourage employers to voluntarily adopt plans themselves. In appropriate situations, through the use of planning obligations, the council will require occupiers of new developments to adopt and maintain Green Travel Plans.</p> <p><u>The council has developed a ‘Safer Routes to Schools’ programme and schools are preparing their own travel plans to make access to schools safer, to discourage unnecessary car journeys to and from school and discourage parking on main traffic routes (see also in Barnet’s Air Quality Action Plan).</u></p>	<p>In accordance with Inspector’s recommendation 7.24 (ii) as set out in the council’s pre-Inquiry Changes. NOT in accordance with Inspector’s recommendation 7.24 (ii) in respect of an additional policy.</p>
149	Policy M3	<p>Current Wording: For significant trip generating developments, the council will require the occupier to develop, implement and maintain a green travel plan to minimise any increase in road traffic and encourage the use of</p>	<p>In accordance with Inspector’s recommendation</p>

		<p>transport modes other than the car.</p> <p>Modified Wording: For significant trip generating developments, the council will require the occupier to develop, implement and maintain a <u>satisfactory green</u> travel plan to minimise any increase in road traffic and encourage the use of transport modes other than the car. <u>The council will lead by example with policies which help its employees.</u></p>	<p>7.24 (ii) as set out in the council's pre-Inquiry Changes.</p>
150	<p>Paragraphs 7.3.13 - 16</p>	<p>Current Wording: 7.3.13 Journeys made on foot and by cycle not only help to reduce road traffic, but can also have health benefits. Walking and cycling are often considered less convenient than other travel modes, particularly if the journey involves carrying a load such as shopping. Recent developments have been planned giving priority to access by car. Often this means that the development is difficult or even dangerous to access on foot or by cycle. Walking and cycling also have an important role in accessing public transport.</p> <p>Modified Wording: 7.3.13 Journeys made on foot and by cycle not only help to reduce road traffic but can also have health benefits. Walking and cycling are often considered less convenient than other travel modes, particularly if the journey involves carrying a load such as shopping. Recent developments have been planned giving priority to access by car. Often this means that the development is difficult or even dangerous to access on foot or by cycle. Walking and cycling also have an important role in accessing public transport. <u>People who cycle to work gain, on average, two extra years of life. The Mayor’s Transport Strategy notes that half of all trips made in London are under two miles, which is within cycling distance. Walking is an equally important means of transport and accounts for a quarter of all London’s journeys and is an important means of getting to and from public transport services.</u></p>	<p>In accordance with inspector’s recommendation 7.27 (i). NOT in accordance with Inspector’s recommendation in respect of paragraph 7.3.15.</p>
151		<p>Current wording: 7.3.14 There are many ways of encouraging people to travel to a development by foot or cycle. Thought needs to be given to the needs of pedestrians and cyclists, which include safe access routes, crossing points with dropped kerbs and tactile paving, adequate, secure and appropriately located cycle parking, shower/ changing facilities and storage lockers. Adequate signing of pedestrian and cycle routes is also important.</p> <p>Modified wording: 7.3.14 There are many ways of encouraging people to travel to a development by foot or cycle. The London Plan</p>	

		<p><u>supports the need for improved facilities for pedestrian and cycling routes in London. Thought needs to be given to the needs of pedestrians and cyclists, A good quality street environment needs to be provided for pedestrians and cyclists, which includes safe access routes, crossing points with dropped kerbs and tactile paving, adequate, secure and appropriately located cycle parking. Where appropriate, showers, changing facilities and storage lockers should be provided. Adequate signing of pedestrian and cycle routes is also important. Improved street lighting is also important to make people feel safe when travelling after dark.</u></p> <p>Current wording: 7.3.15 Reducing walk times can increase the pedestrian catchment of a development. This can be achieved with multiple entrances to the site and footpaths which allow pedestrians to make shortcuts to the site. The council is developing a network of cycle routes in the borough, which is shown on Map 7.1. Developers may be able to encourage cycle use by providing links to this network and other appropriate facilities to complement the London Cycle Network.</p> <p>Modified wording: 7.3.15 <u>PPG 13 stresses the importance of ensuring that jobs, shopping, leisure facilities and services are all accessible by public transport, walking and cycling.</u> Reducing walking times can increase the pedestrian catchment of a development. This can be achieved with multiple entrances to the site and footpaths which allow pedestrians to make shortcuts to the site. The council is developing a network of cycle routes in the borough, which is shown on Map 7.1. Developers may be able to encourage cycle use by providing links to this network and other appropriate facilities to complement the London Cycle Network.</p>	
152	Policy M4	<p>Current Wording: Policy M4 The council will expect developers to enable and encourage access to new developments by pedestrians and cyclists, maximising the pedestrian and cycle catchment and the opportunities to travel on foot and by cycle. The council will require that the needs of pedestrians and cyclists are taken into account in the location and design of new development.</p> <p>Modified Wording: Policy M4 The council will expect developers to <u>provide convenient, safe and secure facilities for those people wishing to travel by cycle and,</u> enable and encourage access to new developments by pedestrians and cyclists, maximising the pedestrian and cycle catchment and the opportunities to travel on foot and by cycle. The council will require that the needs of pedestrians and cyclists are taken into account in the location and design of new development.</p>	In accordance with inspector’s recommendation 7.27 (i) NOT in accordance with Inspector’s recommendation 7.27 (ii)

153	Para 7.3.18	<p>Current Wording: Paragraph 7.3.18 In contrast to the national trend, bus use in London (measured by passenger journeys) has continued to rise with a 6.7% increase over the ten year period to 1997. Outside London, passenger journeys have decreased by over 25% although vehicle kilometres have increased. In many areas, bus services are impaired by road congestion. Bus lanes and other facilities have been introduced to avoid delays due to congestion and the London Bus Priority Network is being established and shown on Map 7.2.</p> <p>Modified Wording: Paragraph 7.3.18 In contrast to the national trend, bus use in London (measured by passenger journeys) has continued to rise with a 6.7% increase over the ten year period to 1997 <u>26% growth in passenger journeys between 2000/1 and 2003/4 of which 10% was recorded in the most recent year</u> <u>36% increase in the 10 years to 2002/3.</u> Outside London, passenger journeys have decreased by 13% over the same period over 25% <u>although vehicle kilometres were virtually unchanged.</u> In many areas, bus services are impaired by road congestion. <u>The Brent Cross, Cricklewood and West Hendon Redevelopment will create a new railway station at Cricklewood integrated with facilities for other public transport services and key trip generating sites within the development by a rapid transport system. The London Plan states that UDP policies should actively promote and give priority to the continued development of the London Bus Network. This includes the allocation of road space and the high levels of road priority required for buses on existing or proposed bus routes and ensuring good bus access to and within town centres, major developments and residential areas. Across London</u> Bus lanes and other facilities have been introduced. to avoid delays due to congestion and the <u>The</u> London Bus Priority Network is being established and shown on Map 7.2.</p>	In accordance with Inspector’s recommendation 7.35
154	Policy M7	<p>Current Wording: Policy M7 Where appropriate the council will expect development to contribute to achieving improvements to public transport services, including better links, interchange facilities and waiting areas, and will give particular attention to the needs of people with disabilities, the elderly, women and people with young children.</p> <p>Modified Wording: Policy M7 Where appropriate the council will expect development to contribute to achieving improvements to public transport services <u>related to the proposed development</u>, including better links, interchange facilities and waiting areas, and will give particular attention to the needs of people with disabilities, the elderly, women and people with young children.</p>	In accordance with Inspector’s recommendation 7.38 as set out in the council’s Pre-inquiry Change.
155	Paragraphs	NO CHANGE	NOT in accordance

	7.3.25 to 7.3.34 and Policy M8		with Inspector’s recommendation 7.48 (i – v)
156	7.3.35 – 7.3.39 and Policy M9	NO CHANGE	NOT in accordance with Inspector’s recommendation 7.52
157	Policy M10	<p>Current Wording: Where it is considered necessary as a result of development, the council may introduce measures to reduce the effects of traffic on the environment and the community. The council will expect the cost of implementing such measures to be funded by the relevant development through the use of planning obligations attached to planning permissions.</p> <p>Modified Wording: Where it is considered necessary as a result of development, the council may introduce measures to reduce the effects of traffic on the environment and the community. The council will expect the cost of implementing such measures to be funded by the relevant development through the use of planning obligations attached to planning permissions. <u>Where the need for such measures is directly related to the development and any planning permission, the council will seek to secure a planning obligation from the developer.</u></p>	In accordance with Inspector’s recommendation 7.54
158	Policy M13	<p>Current Wording: The council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments. Where it is necessary to make improvements or changes to the road network to ensure this, the council may require these to be financed by the development through the use of planning obligations attached to planning permissions.</p> <p>Modified Wording: The council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments. Where it is necessary to make improvements or changes to the road network to ensure this, the council may require these to be financed by the development through the use of planning obligations attached to planning permissions. <u>Where improvements or changes to the road network are directly related to the development and any planning permission, the council will seek to secure a planning obligation from the developer.</u></p>	In accordance with Inspector’s recommendation 7.58
159	Paragraph 7.3.49a	<p>New Paragraph <u>The London Plan seeks to ensure that on-site car parking at new developments is the minimum necessary because overprovision could undermine the use of more sustainable non-car transport modes. The London Plan sets out parking restraints policy that balances the desirability of reducing car use with the</u></p>	To update text

		<p><u>need to provide for attractive, viable town centres. It recognises that many people will continue to use their car for travel particularly in the suburbs. In the most accessible locations there could be car-free development but less restrictive policies will generally be appropriate in suburban London. Appropriate parking for disabled people should always be provided and provision should also be made for cycle and motorcycle parking.</u></p>													
<p>160</p>	<p>Paragraph 7.3.50 and Map 7.3</p>	<p>Current Wording: The council’s approach to parking provision is to accept the need for restraint, but to apply it with sensitivity to local circumstances. The parking standards – see Map 7.3 and Appendix 7.1 – will vary across the borough to reflect the accessibility of individual locations. This will be dependent upon the public transport accessibility of the site, the level of on-street parking control, population density in the surrounding area and other relevant planning and highways considerations. The standards will contain a degree of flexibility with the intention that a more restrictive provision will be expected as changes in people’s habits occur and the infrastructure for non-car modes is developed. Map 7.3 and Appendix 7.1 should be examined together.</p> <p>Modified Wording: The council’s approach to parking provision is to accept the need for restraint, but to apply it with sensitivity to local circumstances. The parking standards - see Map 7.3 and Appendix 7.1 will vary across the borough to reflect the accessibility of individual locations. This will be dependent upon the public transport accessibility of the site, the level of on-street parking control, population density in the surrounding area and other relevant planning and highways considerations. The standards will contain a degree of flexibility with the intention that a more restrictive provision will be expected as changes in people’s habits occur and the infrastructure for non-car modes is developed. Map 7.3 and Appendix 7.1 should be examined together <u>The car parking standards that apply to the borough are to be found in the London Plan, Annex 4 ‘Parking Standards’, and will be subject to review during the lifetime of this plan. However, two exceptions are made. First, in relation to residential parking, the standards are as follow:</u></p> <table border="1" data-bbox="443 1070 1827 1278"> <thead> <tr> <th><u>Prominent Housing Type</u></th> <th><u>Detached and semi-detached</u></th> <th><u>Terraced houses and flats</u></th> <th><u>Mostly flats</u></th> </tr> </thead> <tbody> <tr> <td><u>Number of Bedrooms</u></td> <td><u>4 plus bedrooms</u></td> <td><u>2 to 3 bedrooms</u></td> <td><u>1 bedroom</u></td> </tr> <tr> <td><u>Car Parking Provision</u></td> <td><u>2 – 1.5 spaces per unit</u></td> <td><u>1.5 – 1 space per unit</u></td> <td><u>1 to less than 1 space per unit</u></td> </tr> </tbody> </table> <p><u>In applying these standards, the Council will exercise flexibility by taking account of locality, public transport accessibility and local parking stress. The second exception is made in the case of office (B1) development where the London Plan standard of 1:100m² may not be appropriate for an outer London borough. In assessing parking provision, the council will have regard to the likelihood of parking occurring</u></p>	<u>Prominent Housing Type</u>	<u>Detached and semi-detached</u>	<u>Terraced houses and flats</u>	<u>Mostly flats</u>	<u>Number of Bedrooms</u>	<u>4 plus bedrooms</u>	<u>2 to 3 bedrooms</u>	<u>1 bedroom</u>	<u>Car Parking Provision</u>	<u>2 – 1.5 spaces per unit</u>	<u>1.5 – 1 space per unit</u>	<u>1 to less than 1 space per unit</u>	<p>In accordance with Inspector’s recommendation 7.63. and 7.85 (viii)</p>
<u>Prominent Housing Type</u>	<u>Detached and semi-detached</u>	<u>Terraced houses and flats</u>	<u>Mostly flats</u>												
<u>Number of Bedrooms</u>	<u>4 plus bedrooms</u>	<u>2 to 3 bedrooms</u>	<u>1 bedroom</u>												
<u>Car Parking Provision</u>	<u>2 – 1.5 spaces per unit</u>	<u>1.5 – 1 space per unit</u>	<u>1 to less than 1 space per unit</u>												

161		<p><u>on-street and any detrimental effect on highway conditions and road safety. The public transport accessibility levels (PTALs) for individual locations can be obtained from Transport for London (see Policy C8 of the Cricklewood chapter for car parking in that regeneration area).</u></p> <p>Current wording:</p> <p>Map 7.3 - Accessibility categories in relation to vehicle parking standards</p> <p>Modified wording:</p> <p>Delete map 7.3 and replace with PTAL map.</p>	<p>Accept Inspector’s recommendation to replace Map 7.3</p>
162	<p>Policy M14 and Appendix 7.1</p>	<p>Current wording:</p> <p>Policy M14 The council will expect development to provide parking in accordance with its parking standards. These standards are published in appendix 7.1 and will be subject to review during the lifetime of this plan</p> <p>Modified wording:</p> <p>Policy M14 The council will expect development to provide parking in accordance with its parking standards <u>These standards are published in appendix 7.1 and will be subject to review during the lifetime of this plan the London Plan (February 2004) parking standards, except:</u></p> <p><u>(i) in the case of residential development the standards will be 2 to 1.5 spaces per unit for detached and semi-detached houses, 1.5 to 1 space per unit for terraced houses and flats, and 1 to less than 1 space per unit for development consisting mainly of flats</u></p> <p><u>(ii) in the case of office (B1) development where a maximum standard of 1:50 square metres will apply.</u></p>	<p>In partial accordance with Inspector’s recommendation 7. 85</p>
163		<p>Current wording:</p> <p>Appendix 7.1 – Parking Standards.....</p> <p>Modified wording</p>	

		Appendix 7.1 be deleted	
164	Para 7.3.53	<p>Current Wording: On a national level, attempts have been made to increase rail freight traffic, however, the slow speed of freight trains can interfere with passenger services and consequently the scope for increases in bulk freight are limited. In spite of this, rail freight has a significant role to play in reducing congestion and road traffic.</p> <p>Modified Wording: On a national level, attempts have been made to increase rail freight traffic, however, the slow speed of freight trains can interfere with passenger services and consequently the scope for increases in bulk freight are limited. In spite of this, rail freight has a significant role to play in reducing congestion and road traffic. A new rail freight facility is planned for the Cricklewood, Brent Cross Regeneration Area (see chapter 13).</p>	In accordance with Inspector’s recommendation 7.88.

CHAPTER 8: HOUSING

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
165	Para 8.1.3 National Policy Context	Modified wording: The Government’s objectives for housing are set out in a series of planning policy guidance notes (PPGs). PPG12 - Development Plans (1999) recommends the inclusion of policies on additional housing requirements and targets for development on previously developed sites. <u>PPS12 – Local Development Frameworks (2004) sets out the Government’s policy on the preparation of local development documents which will comprise the local development framework. PPG 12 remains in operation for development plans still being prepared under the 1999 Development Plan Regulations.</u>	Updating of text to reflect publication of PPS 12 in 2004 and to clarify that PPG 12 remains relevant to Barnet’s UDP. Updates in accordance with Inspector’s recommendation 8.9 (iv).
167	Para 8.1.4 National Policy Context	Modified wording: PPG1 - General Policy and Principles (1997) emphasises the need for high quality design in new developments. The guidance recommends that in planning for housing local authorities should identify an adequate supply of land, make effective use of land within urban areas, promote land that is well served by public transport with good access to local facilities, and include a mix of housing ¹ . <u>PPS 1 – Delivering Sustainable Development (2005) states that ‘good planning is a positive and proactive process operating in the public interest through a system of plan preparation and control over the development or use of land’. PPS 1 sets out a commitment to the protection and enhancement of the quality of the natural and historic environment, and policies should take account of climate change and the protection of wildlife. There should be a prudent use of natural resources such as by building housing at higher densities on previously developed land. PPS 1 strongly emphasises that good design is indivisible from good planning and “Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.”</u>	Updating of text to reflect publication of PPS 1 in 2005 and in accordance with Inspector’s recommendation 8.9 (iv).
168	Footnote Para 8.1.4 National Policy Context	New wording: <u>Although PPS 1 supersedes PPG 1 reference is made to the latter because of its significance to the preparation of the UDP.</u>	Updating of text to reflect publication of PPS 1 in 2005 and in accordance with Inspector’s recommendation 8.9 (iv).
169	Para 8.1.5a National Policy	Modified wording : "Sport and recreation facilities and open space can form an important component of housing	Updating to reflect publication of PPG

	Context	<p>"Sport and recreation facilities and open space can form an important component of housing developments" and under section 106 agreements local authorities can secure "the provision of on-site and off-site recreational facilities related to the development and in the case of small developments, a contribution to nearby sport and recreation or open space provision."</p> <p>PPG17 – <u>Planning for Open Space, Sport and Recreation (2002)</u> states that 'local authorities should ensure that provision is made for local sports and recreational facilities (either through an increase in the number of facilities or through improvements to existing facilities) where planning permission is granted for new developments (especially housing).' It further states that 'in planning for new open spaces and in assessing planning applications for development, local authorities should seek opportunities to improve the local open space network, to create public open space from vacant land, and to incorporate open space within new development on previously-used land'.</p>	17 in 2002 and in accordance with Inspector's recommendations 8.9 (iv) and 8.131 (iii)
170	Para 8.1.8 The London Plan	<p>Modified wording: Regional Policy Context – The London Plan Regional Planning Guidance for the South East (RPG9 1994 and draft 2000) and Strategic Guidance for London Planning Authorities (RPG3 1996) both – <u>The London Plan (2004)</u> stresses the need to provide for sufficient housing of the appropriate size, quality, type and location, and to meet special needs in the community. <u>To make London a better city for people to live in it is necessary to achieve targets for new housing, including affordable housing, that will cater for the needs of London's existing and future population and give more people who need it access to homes they can afford.</u> RPG9 (draft of March 2000) states the following in relation to housing:</p> <ul style="list-style-type: none"> • an average of 23,000 dwellings a year should be provided in London that will be reviewed every five years, and 43,000 dwellings a year in the rest of the South East (ROSE), with 60% on previously developed sites. • in applying the sequential approach to housing sites urban capacity studies should be undertaken. • provision should be made for dwelling types and sizes to meet the needs of all sectors of the community. • development plan policies should secure sufficient affordable housing based on local housing strategies and assessments of need to ensure 18 to 19,000 affordable dwellings a year are provided out of 43,000 as an indicator ie up to 44%. 	Updating the UDP to reflect that the London Plan (2004) is the Regional Spatial Strategy and in accordance with Inspector's recommendation 8.9 (iv).
171	Para 8.1.9a The London Plan	<p>Modified wording As part of assessing the capacity of boroughs in London to accommodate the growth in households the GLA have undertaken a Housing Capacity Study that has shown that provision will meet the demand from 1997 to 2016 (GLA, 2000). The provision of 17,780 dwellings is required in <u>Barnet</u> to help meet the demand. The conventional provision of new build housing will provide 14,780 dwellings in Barnet of which 37% should be from large windfall sites (10 units and above), 23% from large identified sites, 20% from smaller sites, 15% from small conversions and 4% from office conversions. In addition 3,000 homes could be provided that are non-self contained (HMOs, hostels, sheltered accommodation and students halls of</p>	In accordance with the Inspector's recommendation 8.9 (iv)

		residence). <u>The London Plan commits the Mayor to produce a new London Housing Capacity Study. This Study will inform the review of the London Plan in 2006 and produce new housing targets for all London boroughs.</u>	
172	New Paragraph 8.1.9b The London Plan	Modified wording <u>The London Plan specifies that 50% of new housing in Barnet should be affordable in a 70:30 split for social rented to intermediate housing with no threshold applicable. An appropriate tenure split for Barnet will be clarified in the forthcoming Supplementary Planning Document (SPD) on Affordable Housing. The production timeframe for this SPD is set out in Barnet’s Local Development Scheme.</u>	In accordance with the Council’s PIC and the Inspector’s recommendation 8.13 (i)
173	Para 8.1.10 The Borough Context	Modified wording: The council recognises the importance of providing adequate housing for its residents. An annual housing strategy is produced by <u>The council has produced a Housing Strategy for 2003 to 2010 which gives an overview of housing need within the borough and sets out objectives to meet those needs. Two key aims for the council as set out in its Corporate Plan are to work together to provide services and help to those most in need and to create a sustainable, healthy environment. This will involve <u>the Council continuing to develop their partnerships with all housing providers and delivering housing to meet the diverse needs of Barnet’s population. The borough’s Local Agenda 21 strategy sets out a commitment to improving the quality of people’s lives by ensuring there is good quality housing for all. The importance of providing housing is reflected in the guiding principles of this plan which states that new housing should meet local needs, be accessible and include an element of affordable housing. Based on past development rates and the application of the affordable housing policy H5 it is considered that a minimum of 9,092 affordable homes could be provided between 1997 and 2016, of which 7,112 should be additional affordable housing in partnership with the private sector and at least 1,980 from direct provision by Registered Social Landlords. Half of all planned additional homes achieved in Barnet should be affordable. This target includes affordable housing from all sources and not just that secured through planning obligations. It includes 100 per cent affordable schemes by housing associations, intermediate housing, non self-contained accommodation, replacement of existing social housing stock on regeneration estates, gains from conversions and from bringing long-term vacant properties back into use as well as new housing. An appropriate tenure split for Barnet will be clarified in the forthcoming Supplementary Planning Document (SPD) on Affordable Housing.</u></u>	In accordance with the Inspector’s recommendations 8.9 (iii) and 8.13 (ii). Updating of text.
174	Policy GH1 Housing Provision	Modified wording: The council will seek the minimum provision of 17,780 additional homes to contribute to local and regional housing provision between 1997 and 2016 through: <ul style="list-style-type: none"> • allocating sites in the UDP for residential development; • redevelopment of existing sites; • conversion of large dwellings into small units; • conversion of space above shops and offices into residential accommodation; • development of infill sites in residential areas, and 	In accordance with the Council’s PIC and the Inspector’s recommendation 8.9 (i)

		<ul style="list-style-type: none"> bringing empty <u>homes</u> into use and non self-contained accommodation. 	
175	Policy GH3 Affordable Housing	<p>Modified wording: The council will seek to ensure that a minimum of 7,295 affordable homes are provided <u>half of the 17,780 additional dwellings to be built between 1997 and 2016 are affordable homes</u> to <u>meeting</u> the needs of residents unable to buy or rent housing on the open market.</p>	In accordance with the Inspector’s recommendation 8.13 (iii).
176	Para 8.3.3 Housing Supply	<p>Modified wording Between 1992 and 1998 8,181 additional dwellings were built giving an average annual completion rate of 1,168 dwellings, although the annual completion rate fell to 785 dwellings per annum in 1997 and 1998. The London Plan has set Barnet a housing target of 17,780 ‘homes’ by 2016. To provide 17,780 dwellings new homes by 2016 an average of 889 dwellings ‘homes’ will need to be completed each year. The Council is confident that this figure can be met given the completion rate of recent years and from December 2005 will publish detailed completion figures in its Annual Monitoring Report.</p>	The Inspector’s recommendation 8.18(ii) required more up to date figures on annual completions with a breakdown which complemented sources identified in para 8.1.9a. The Council will provide a more detailed breakdown of completions in the Annual Monitoring Report, the first of which will be published in December 2005.
177	Housing and Affordable Housing Provision 1997 - 2006 Para 8.33a	<p>Modified wording : In order to express the strategic requirement as a detailed policy over the lifetime of the plan a 10 year target of 8,890 homes is required starting from 1997. Of these the consequent amount of affordable homes required from policy GH1 is 4,546. In 1997 & 1998 there was a net addition of 1,570 dwellings in Barnet leaving a minimum requirement of 7,320 dwellings to be built from 1999 to 2006 or 915 per year. This has included an average of 99 affordable homes a year provided directly by Registered Social Landlords.</p>	In accordance with the Inspector’s recommendation 8.18 (i) to delete Policy H0. This is a supporting paragraph. Para 8.33 has been updated in accordance with recommendation 8.18 (ii).
	Policy HO Housing and affordable	<p>Modified wording: Policy H0 The council will seek the minimum provision of 8,890 additional homes (of which at least 4,546 homes</p>	In accordance with the Inspector’s recommendation

	housing provision 1997-2006	should be affordable) to contribute to local and regional housing provision between 1997 and 2006 through: <ul style="list-style-type: none"> • allocating sites in the UDP for residential development; • redevelopment of existing sites; • conversion of large dwellings into small units; • conversion of space above shops and offices into residential accommodation; • development of infill sites in residential areas; and bringing empty homes into use and non self-contained accommodation.	8.18 (i).
178	Policy H1 Allocated Sites for Housing	Modified wording: The council will safeguard sites identified in the Plan as suitable for housing. Proposals for the non-residential development on such sites will not normally be granted.	Minor modification to Policy provides clarification.
179	Policy H2 Other Housing Sites	Modified wording: Proposals for residential development on sites not allocated for housing <u>under Policy H1</u> will be assessed in terms of: i. whether the site is appropriate having regard to a sequential test; ii. the impact of the proposal on its surroundings (including the environmental impact of developing back gardens); iii. the availability of access by a choice of means of transport; iv. access to educational and community facilities; and whether land is required for another use, as identified in this Plan and associated planning briefs.	In accordance with the Inspector’s recommendation 8.28 (ii) and the Council’s PIC
180	Para 8.3.10 Loss of Dwellings	Modified wording: Given the high demand for housing in the borough and the need for Barnet to meet strategic housing requirements, the loss of residential uses will not be acceptable. The loss <u>from the current dwelling stock</u> of residential units of a type which are in short supply or serving a special housing need, <u>including Housing in Multiple Occupation (HMO) or other low cost or affordable housing</u> will be more objectionable <u>normally be resisted</u> .	In accordance with the Inspector’s recommendation 8.31, the Council’s PIC and modifications to provide clarification of text.
181	Para 8.3.11 Loss of Dwellings	Modified wording: However, There may be some circumstances where the loss of residential uses may be acceptable to meet another <u>community</u> need. For example, in predominantly residential areas changes of use may be necessary to provide important local <u>or community</u> facilities, such as doctors’ and dentists’ surgeries, children’s nurseries, <u>affordable housing estate offices</u> and places of worship. Of course Any such proposal will be considered on its merits having regard to the impact on the amenity of neighbouring occupiers, car parking and traffic.	In accordance with the Inspector’s recommendation 8.31, the Council’s PIC and modifications to provide clarification of text.
182	Policy H3 Changes of use	Modified wording: Planning permission will not be granted for changes of use from residential to other uses unless :	In accordance with the Inspector’s

	from housing to other uses	(i) the proposed use <u>is for a community facility; and</u> (ii) the location is no longer environmentally suitable for residential use and cannot be improved; <u>and</u> (iii) the proposal is for an important employment generating use <u>outside a predominantly residential area</u> , provided that it is not detrimental to residential amenity and does not conflict with other policies of this Plan; <u>and</u> <u>(iv)the demand for the proposed use cannot adequately be met elsewhere; and</u> <u>(v)the housing unit is not of a type in particularly short supply.</u>	recommendation 8.31 and the Council’s PIC.
183	Para 8.3.15 Dwelling Mix	Modified wording Barnet’s population has a range of housing needs requiring a variety of types of housing. This is likely to alter during the plan period due to changes in the population structure and household composition. <u>A comparison of 1991 and 2001 household data from the census shows an increase in one adult households from 29% of the total to 31%. Over the same period the number of lone parents rose from 3,667 to 9,130. In Barnet there will be an increase in single person and lone parent households between 1997 and 2016 from 30% out of a total of 127,900 households to 38% out of a total of 139,000 households (see Chapter 1 Introduction).</u> Many of these households will prefer units with more than one bedroom. Research has shown that there are many factors, other than household size, that influence the choice of housing such as affordability, proximity to friends and relations, a good quality environment and access to public transport. Therefore, the council recognises the importance of encouraging a range of housing types in new developments in the borough and will apply this approach to all large housing sites (those with over ten <u>fifteen dwellings</u>).	In accordance with the Inspector’s recommendation 8.35
184	Policy H4 Dwelling Mix	Modified wording: In housing developments of ten <u>fifteen</u> dwellings or more, there should be a mix of dwelling type and size in order to meet the range of housing needs required in the borough. The council will use its planning powers to achieve this.	In accordance with the Inspector’s recommendation 8.35
185	Provision of Affordable Housing Para 8.3.17 and new Paras 8.3.17a and 8.3.17b	Modified wording: In Barnet, affordable housing is defined as housing <u>designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing in the Borough</u> or that is provided and is permanently available at a cost to the occupier which is comparable with current rent or purchase prices of other registered social landlord accommodation in the borough of a similar size and quality which has been provided as permanent accommodation with the aid of subsidy . <u>Affordable housing comprises social rented housing, intermediate housing and in some cases low cost market housing.</u> This definition gives financial certainty to housebuilders and developers when planning <u>preparing</u> schemes, in partnership with the public sector, to make effective use of land to assist in meeting local and regional housing need. The level of affordability to the housing authority will be taken into account in order to maximise the supply of affordable housing from the limited Social Housing Grant <u>available from the local</u>	In accordance with the Inspector’s recommendation 8.74 (i), the Council’s PICs and clarifications / updates of text.

		<p>housing authority and the Housing Corporation, this definition includes housing provided for keyworkers. However this should be provided in addition, and not substitute for affordable housing provided for those in even more need. Shared ownership can play an important role in providing mixed communities and can be controlled to ensure that it is available in the long term. Low cost housing can make a contribution but is dependent on the level of cost, and is acceptable only if the price is limited to a level near to that provided by RSLs through rents, and is maintained in perpetuity.</p> <p><u>Intermediate housing is positioned between social renting and full owner occupation. These homes are for those who are priced out of the housing market, locally and regionally, who are necessary for the economic growth of the region such as ‘keyworkers’. In Barnet intermediate housing is defined as ‘housing available for people on moderate incomes who cannot afford to buy or rent general market housing’. This should generally apply to those on incomes of between £15,000 and £40,000 per year updated by a measure of wage inflation. This may take the form of shared ownership, low cost home ownership (including discounted for sale) or sub market rented generally. These sources of intermediate housing can play an important role in providing mixed communities, and ensure that keyworkers who are necessary to support the economy and public services in London are housed. These sources can be controlled to ensure that intermediate housing is available in the long term.</u></p>	
186	Provision of Affordable Housing Para 8.3.18	<p>Modified wording</p> <p>The results of the housing needs survey were completed in May 2000 based on 1,400 interviews and it estimates that an additional 8,600 affordable homes are needed in Barnet from 2000 to 2005. Key findings are that ;</p> <ul style="list-style-type: none"> • 9,500 households in Barnet are living in unsuitable housing with only 14% able to afford to rent or buy suitable alternative housing; • taking into account the homeless and concealed households, total need is estimated at 11,700 households, representing 9.5% of all households in Barnet and a further 10,900 households are expected to fall into need over the next five years; • members of black and Asian ethnic groups were more likely to be in need than other households with 13% and 8% of these groups being in need compared to 6% of white households; • 14% of all households contained at least one person with special needs, with 60% related to physical disability and 27% to the needs of frail elderly people. <p>The Housing Strategy, provided by the council's Housing Service, gives up to date information on the role different forms of housing can play in meeting this need</p> <p><u>Barnet’s Housing Needs Survey (published in August 2001) states that :</u></p> <ul style="list-style-type: none"> <u>• there were 4,511 households in Barnet living in unsuitable housing and requiring a move within the Borough;</u> <u>• 82% of these could not afford a solution in the local housing market;</u> 	In accordance with the Inspector’s recommendation 8.74 (ii) and the Council’s PIC with revision.

187	Provision of Affordable Housing New Para 8.3.18a	<p>Modified wording: <u>The level of housing need is reflected in the demand for housing services in the Borough. As of April 2004 there were 10,732 households on the Housing Register. During 2003/04 1,084 households were accepted as homeless and in priority need. In April 2004 there were 1,987 homeless households in temporary accommodation.</u></p>	In accordance with the Inspector’s recommendation 8.74 (ii) and the Council’s PIC with updates based on the 2004 Barnet HIP HSSA.
188	Provision of Affordable Housing New Para 8.3.18b	<p>Modified wording <u>Barnet has a net supply of social housing lettings smaller than the number of homeless households it has a responsibility to house each year, a problem found elsewhere in north and west London. Consequently Barnet has a serious homelessness problem. In summary:</u></p> <ul style="list-style-type: none"> • <u>in 2003/04 the council let a total of 705 homes and had nomination rights to a further 188 Registered Social Landlord homes – a total of 893. This is a 29% fall from the 1998/9 figure of 1259 and the long term trend is to further reductions of supply;</u> • <u>the situation is worse for larger households, which are predominant in this demand, as only 17% of the number of homes available from 1996-2001 were 3 bed or above in size;</u> • <u>certain areas have more pressure. An applicant willing to live in the west of the borough is competing for more than twice the supply as someone who will only accept living in the south and east areas.</u> <p><u>Barnet has introduced a Choice Based Lettings scheme for all social housing in the borough. While this cannot address the basic shortage of housing it does make the position more transparent and enables homeseekers to make more realistic choices. There is a significant body of people who do not have the highest priority but find that they are able to bid successfully for less popular properties. Particular difficulties remain around the supply of larger properties and homes for those with very particular needs. The council will work with housing developers to customise new homes for households with very particular needs, such as wheelchair housing.</u></p>	In accordance with the Inspector’s recommendation 8.74 (ii) and the Council’s PIC with updates based on the 2004 Barnet HIP HSSA
189	Provision of Affordable Housing Para 8.3.19	<p>Modified wording: It is recognised <u>accepted</u> that the planning system can play a role in helping to meet this need for affordable homes in the borough in addition to that which is delivered by the Registered Social Landlords. Therefore, when considering planning applications for housing development the council will seek to enter into legal agreements with developers to secure the provision of an element of affordable housing as well as ensuring that over time this housing is reserved for Barnet households requiring affordable housing <u>that the council is responsible for helping</u>. In requesting such provision consideration will be given to the viability of the scheme, <u>the site size, its suitability for affordable housing in terms of the mix in the area, whether this might undermine the realisation of other planning objectives of higher priority, and whether it</u></p>	In accordance with the Inspector’s recommendations 8.74 (i) and (iii) and the Council’s PICs.

		<p><u>would be a successful housing development through the mixing of unit sizes and ensuring that they can be managed. This is likely to be through the involvement of a registered social landlord or an organisation approved by the council for the provision of social rented or shared ownership / equity affordable housing. This will also ensure that properties are developed to the latest development standards and cost ceilings (Total Cost Indicators) and benchmark rents set by the Housing Corporation. Other forms of intermediate affordable housing such as low or subsidised private rented or discounted sale which meet the UDP definition will also be considered.</u></p>	
190	Provision of Affordable Housing Para 8.3.20	<p>Modified wording: Circular 6/98 states that, in outer London, local authorities should only seek affordable housing on housing developments of 25 or more dwellings or sites of one hectare or more, unless it is possible to demonstrate a level of housing need which will justify a lower threshold. It does not provide specific advice on the proportion of affordable housing to be sought, except that this should be related to the need in the borough. LPAC’s current Strategic Advice recommends a London-wide guideline that 25% of dwellings on sites of ten dwellings or more should be affordable, subject to revision by boroughs based on their own assessments of need. <u>The London Plan states that boroughs in setting targets for affordable housing should take account of regional and local assessments of need, the Mayor’s strategic target for affordable housing that 50% of housing provision should be affordable, and within that, the London-wide objective of 70 per cent social housing and 30 per cent intermediate provision, and the promotion of mixed and balanced communities.</u></p>	In accordance with the Inspector’s recommendation 8.74 (iv)
191	Provision of Affordable Housing Para 8.3.21	<p>Modified wording: However, based on the council’s own assessment of need and a review of the size of housing sites developed in Barnet to date, the council considers that having regard to the London Plan’s overall 50% target, it will seek to negotiate the maximum reasonable amount of affordable housing on sites of <u>15 dwellings</u> or more <u>gross</u> or on sites of <u>0.5 hectares</u> or more minimum. This could either be delivered by transferring completed homes to a registered social landlord approved by the council, or by transferring a proportion of the site which is clear, free of contamination and with planning permission to a registered social landlord approved by the council for the provision of social <u>rented or intermediate housing</u>. Further advice on this can be obtained from the local authority and the council’s Housing service. <u>Further guidance on the circumstances in which the Council will expect contributions towards affordable housing will be clarified in the forthcoming Supplementary Planning Document (SPD) on Affordable Housing.</u></p>	In accordance with the Inspector’s recommendation 8.74 (v) and the Council’s PICs
192	Provision of Affordable Housing Para 8.3.23	<p>Modified wording Other policies in this Plan support the retention of certain types of non-residential land including employment sites and community facilities, where these help meet community needs and are beneficial to the economic and social health of the borough. However, the council may, as an exception, allow the development of such non-residential sites for housing where a site is vacant, has been effectively marketed for its preferred use and there are no known potential users or future need for the site. In this situation the council will expect a significantly higher proportion of the housing to be affordable than would have been sought under policy H5. It should be noted that this policy (H6) will not apply to the primary</p>	In accordance with the Inspector’s recommendation 8.79

		employment sites in the borough (listed in the Employment chapter).	
193	Provision of Affordable Housing Para 8.3.24	Modified wording On large sites available for housing or mixed use development which are the subject of a planning brief, the council will require the provision of an element of affordable housing on the site.	In accordance with the Inspector’s recommendation 8.83
194	Policy H5 Provision of Affordable Housing	Modified wording: <u>Having regard to the council’s target that half the housing provision over the plan period should be affordable, the council will seek to negotiate the maximum reasonable amount of affordable housing on sites of 15 or more units gross or 0.5 hectares or more and to ensure that these units will continue to be affordable for successive occupiers.</u>	In accordance with the Inspector’s recommendation 8.74 (vi).
195	Policy H6 Development of Employment Sites for Housing	Modified wording: In the case of sites currently or last in non-residential use where exceptionally, housing development may be acceptable in accordance with other policies, the council will expect a higher than usual proportion of affordable housing to be provided.	In accordance with the Inspector’s recommendation 8.79
196	Policy H7 Affordable housing and planning briefs	Modified wording: The council will include targets for affordable housing provision in planning briefs for residential or mixed use development on large sites.	In accordance with the Inspector’s recommendation 8.83.
197	Provision in Lieu of Affordable Housing Para 8.3.25	Modified wording: New housing development of a substantial scale which incorporates a mix of types and sizes of housing can help to encourage the development of mixed and balanced communities. Therefore, where a requirement for an element of affordable housing is appropriate, it There is a presumption that such housing should be provided as part of the proposed development of the site (PPG 3 paragraph 17) should be provided as part of the proposed housing development. Normally any potential management problems of a mixed scheme can be resolved through careful attention to design. In exceptional circumstances there may be sites that are suitable for affordable housing but where a commuted payment or off site provision is desirable. This can be to release funds to provide affordable housing elsewhere or where the provision on site would prejudice the realisation of other planning objectives such as providing community facilities. This resource should provide, as with on site provision additional units than that would not otherwise have been provided in the borough (see Circular 6/98 paragraph 2022). If the provision of affordable housing on a site is impossible then an off site provision should not be required, as stated in the Circular. Such	In accordance with the Inspector’s recommendations 8.90 (i) and (ii) and the Council’s PIC.

		arrangements will only apply to those sites where through the application of H5, the provision of an element of affordable housing is deemed to be suitable.	
198	Provision in Lieu of Affordable Housing Para 8.3.27	Modified wording: Commutated payments should be based on the funding shortfall to the registered social landlord if it was to provide the affordable housing on site, normally provided by a social housing grant. The underlying premise is that there should not be any financial difference to a developer whether they make provision on site, off site, or through a commuted sum. Further guidance on the formula for calculating commuted payments will be given in the forthcoming Supplementary Planning Document on Affordable Housing. Any payments received by the council will be ‘ring-fenced’ in a social affordable housing fund to be used by the council to provide further affordable housing in the borough.	In accordance with the Inspector’s recommendation 8.90 (iii)
199	Provision in Lieu of Affordable Housing Para 8.3.28	Modified wording : Further guidance on the formula for calculating commuted payments is given in draft Supplementary Planning Guidance on Affordable Housing available from the council.	In accordance with the Inspector’s recommendation 8.90 (iv)
200	Provision in Lieu of Affordable Housing Policy H8	Modified wording: On sites which are suitable for the provision of an element of affordable housing, the council may exceptionally accept the provision of affordable housing off site, or through a commuted payment instead of such provision. , on proposals which exceed the threshold limits for affordable housing and are suitable for affordable housing, only if this yields additional affordable housing elsewhere than otherwise would have been provided in Barnet.	In accordance with the Inspector’s recommendation 8.90 (v)
201	Houses in Multiple Occupation Para 8.3.29	Modified wording In Barnet the number of households on the council housing list increased from approximately 3,000 in March 1997 to 4181, 10,732 in April 1999 2004, many of which will require low cost accommodation. Due to the high cost of buying or privately renting it can be difficult for those on low incomes to find suitable accommodation. Houses in Multiple Occupation (HMOs) are an important source of low cost housing and can help to meet the needs of students, people on low incomes and those seeking temporary accommodation. Where there is an identified need for such accommodation HMOs should be retained where possible and proposals for their conversion into self contained flats will be resisted. Conversion to flats increases rent levels and reduces the available of low cost accommodation within the borough.	Update text
202	Accommodation for Homeless People para 8.3.31	Modified wording: The number of homeless people households registered with the borough’s housing services has increased in recent years from 1,474 in April 2000 606 in April 1994 to 1,987 in April 2004 1,990 by November 2000 . Many homeless people are legally entitled to temporary accommodation whilst they wait for more permanent housing to become available, and the majority of homeless people in Barnet are accommodated in private sector or housing association leased properties and in hostels for the homeless. The Housing Act 1996 Part 7 provides that temporary accommodation arranged for homeless people must	Update text

		<p>be suitable for the individual needs of each household entitled to assistance. The current demand for temporary accommodation exceeds the bed space available in Barnet, and as a result most homeless households are having to be provided with temporary accommodation in other local authority areas. This is inefficient and impacts on the quality of people’s lives as they have to travel long distances to obtain educational, social and health services and to visit friends and relatives. <u>Providing sufficient temporary accommodation within the borough remains a challenge. However the council recognises the negative social, economic and health impact of out-of-borough provision. The vast majority (91% in January 2005) of Barnet’s temporary accommodation provision is within the borough boundaries, although a significant minority of people requiring emergency interim accommodation do have to spend time outside the borough as there is a shortage of this type of housing.</u></p>	
203	<p>Accessible and Wheelchair Housing Para 8.3.38</p>	<p>Delete 'larger bathrooms' and replace with 'larger <u>bedrooms</u>'</p>	<p>Correction of error.</p>
204	<p>Accessible and Wheelchair Housing Para 8.3.39</p>	<p>Modified wording: The council supports the concept of 'Lifetime Homes', and is committed to ensuring that an increasing proportion of all new housing in the borough is built to 'Lifetime Homes' standards. The council will therefore seek to negotiate with housing developers to ensure that a minimum of 20% of dwellings in new housing developments or conversions of ten units or more are built to 'Lifetime Homes' standards. The Joseph Rowntree 'Lifetime Homes' standards should be referred to at an early stage in the design process. Further information on the 'Lifetime Homes' standards is available from the council. Developers should also refer to the Centre for Accessible Environment’s document “Designing for Accessibility – An Introductory Guide” for further design advice.</p>	<p>In accordance with the Inspector’s recommendation 8.100 (ii)</p>
205	<p>Accessible and Wheelchair Housing Policy H13</p>	<p>Modified wording: When considering new housing development and conversion proposals involving ten or more units, the council will seek to ensure that it is built to a minimum of 20% of dwellings are designed to 'Lifetime Homes' standards, providing homes which are accessible and capable of easy adaptation to meet the needs of people with disabilities.</p>	<p>In accordance with the Inspector’s recommendation 8.100 (i)</p>
206	<p>Accessible and Wheelchair Housing Para 8.3.42</p>	<p>Modified wording: Housing designed to the Housing Corporation’s wheelchair standards meets and exceeds the 'Lifetime Homes' standards. Therefore the council will, where appropriate, accept the provision of wheelchair housing in lieu of housing designed to 'Lifetime Homes' standards. For example, if 10% of new dwellings on a site are to be built to wheelchair standards the council will seek to secure a minimum of 10% of dwellings designed to 'Lifetime Homes' standards.</p>	<p>In accordance with the Inspector’s recommendation 8.103</p>
207	<p>Policy H15 Gypsy sites</p>	<p>Modified wording: The council will only approve proposals for permanent sites, temporary stopping places and transit sites for gypsies and other travelling people, provided that the following criteria are met: i. the site is supplied with essential services such as water, sewerage and drainage, and waste disposal;</p>	<p>In accordance with the Inspector’s recommendation 8.110</p>

		<ul style="list-style-type: none"> ii. there is adequate parking and turning space within the site; iii. safe access into the site; iv. the site is adequately landscaped; v. the site is reasonably accessible to local services and facilities; vi. the site is situated outside areas of constraint, including the green belt, metropolitan open land and sites of nature conservation importance; vii. helps to meet an identified need; and viii. there are conditions and/or planning obligations in place to ensure that it has an <u>acceptable no demonstrable</u> impact on local amenity. 	
208	Residential Amenity Paragraph 8.3.47	<p>Modified wording: Further guidance on design is contained in the council’s design guidance notes and policies D1 – D9 and D17 and D18 for high buildings in the Built Environment Chapter. <u>The council will prepare SPG/ SPD relating to the ‘Three Strands Approach’ that will amplify the UDP policies concerning residential amenity.</u></p>	To update text
209	Residential Amenity Paragraph 8.3.48	<p>Modified wording: New residential development must have satisfactory access for pedestrians and cyclists in particular, and also cars and where appropriate buses, which is both safe and convenient (refer to policies M4 to M7 and M11 to M14 and Appendix 7.1 on parking standards for residential development in the Movement C chapter). It should provide landscaping, dustbin enclosures, means of enclosure and adequate drainage to deal with foul and surface water discharge. More detailed guidance on means of enclosure/boundary treatment is set out in the council’s supplementary planning guidance note on “Walls, Fences and Gates”. <u>This SPG will be replaced by the Supplementary Planning Document (SPD) on Sustainable Development (Design, Construction and Mixed Communities). This comprehensive SPD in setting out guidance on sustainable development will cover standards on privacy and amenity space. The timetable for the SPD is set out in the Council’s Local Development Scheme.</u> Schemes should also be designed so as to minimise the opportunity for crime and provide a safe environment. The standards for new residential development will be applied in a manner which has regard to other policies of the Plan and the nature of the site. New residential development may also need to provide educational contributions under policy CS8 and health, social care facilities under policy CS13 of the Community Services chapter; open space under policies H20 of this chapter and L12 of the Leisure chapter and recycling facilities under policy Env4 of the Environmental Resources chapter. The subject of front garden car parking is addressed in paragraph 4.3.18a.</p>	In accordance with the Inspector’s recommendations 8.115 (ii) (iii) and 8.121 (iv)
210	Policy H16 Residential Amenity	<p>Modified wording : New residential developments should harmonise with and respect the character of the area within which they are situated and they should;</p> <ul style="list-style-type: none"> i. be well laid out in terms of access, car parking, and landscaping; ii. provide and preserve adequate daylight, outlook and residential amenity; 	In accordance with the Inspector’s recommendation 8.121 (iii)

		<p>iii. provide a safe and secure residential environment; and</p> <p>iv. maintain privacy and prevent overlooking</p> <p>v. <u>provide adequate levels of private garden or amenity space.</u></p>	
211	Privacy Para 8.3.49	<p>Modified wording: New residential development should afford a reasonable degree of privacy for future and neighbouring occupiers. Gardens and windows to rooms should not be significantly overlooked. Therefore, a minimum distance of 21 metres should be provided between facing windows to habitable rooms of properties and 10.5 metres distance to a neighbouring garden. that may lie in a perpendicular direction. However, where this standard cannot be met <u>In higher density schemes, where less distance is provided, innovative design solutions must be used so as to avoid overlooking, in a particular situation,</u> such as angled windows, careful choice of window locations, obscured glazing, use of level changes, staggering of windows, screening and single aspect dwellings. There should also be sensitivity given to the impact of the bulk of the building on neighbours sought under policy H16.</p>	
212	Privacy Para 8.3.50	<p>Modified wording: <u>In the majority of cases</u> higher buildings will require greater distances between them to minimise overlooking. <u>However exceptions may be necessary for regeneration areas or town centre developments.</u> <u>Normally</u> this will involve increasing the distance required by three metres for each additional storey over two storeys, unless local character dictates otherwise. Clearly a balance has to be made between minimising loss of privacy and maximising security through surveillance. Generally public areas and open space may <u>benefit from being overlooked</u> but for private gardens this is likely to be detrimental to residential amenity. Where this is the case, it is even more important that proposals must include innovative design solutions to avoid overlooking particularly in town centres.</p>	In accordance with the Council’s PIC. (see comments at para 8.3.49). Clarification about high density development.
213	Policy H17 Privacy	<p>Modified wording: In new residential development there should be a minimum distance of 21 metres between properties with facing windows to habitable rooms to avoid overlooking and 10.5 metres to a neighbouring garden. This distance should be increased by three metres for each additional storey over two storeys. Where overlooking is a problem, especially in relation to neighbouring development, a higher degree of privacy will be required. In town centre developments <u>and regeneration areas</u>, these standards may not apply. <u>In the case of higher density developments where less distance is provided proposals should.</u> If less distance is provided proposals must include innovative design solutions to avoid overlooking. particularly in town centre developments.</p>	In accordance with the Council’s PIC plus clarification about high density development. (see comments at para 8.3.49).
214	Public recreational space in	<p>Modified wording <u>Public recreational space in residential developments</u> New residential development will be expected to ensure that a sufficient quantity and quality of public</p>	In accordance with the Inspector’s recommendation

	<p>residential developments para 8.3.53 and new paras 8.3.53a, 8.3.53b, and 8.3.53c</p>	<p>recreational space and facilities are available for future residents. These should <u>normally</u> be provided on site. This assists in implementing policy L12 of the Leisure, Recreation and Tourism chapter. Some of this space will need to be made off site <u>with regards to higher density developments including regeneration areas and town centre locations</u>. And In these cases a financial contribution may be appropriate to allow facilities and provision to be improved near to the development.</p> <p><u>The definition of public open space comprises outdoor playing space and other recreational open land. Outdoor playing space has a minimum standard of 2.43 Hectares per 1000 population recommended by the National Playing Fields Association comprising areas for pitch (football cricket etc) non-pitch (including tennis, athletics) and children’s playing space of 0.43, 1.2 and 0.8 hectares respectively.</u> This can equate to 30% of the land area of a housing development of average density in Barnet. In areas of open space deficiency, as shown on Map 6.2, housing developments will impose additional demands and a contribution to children’s play facilities, informal use and sports grounds will normally be required. <u>There may also be a requirement for the provision of other open space outside the definition of outdoor playing space, such as allotments and ornamental gardens.</u> On sites of less than 0.5 ha this provision will always be in the form of a financial contribution due to the impracticalities of providing land. Such provision will be based on consultation with the Parks and Leisure service to understand the exact nature of the need for improvements near to a development site.</p> <p><u>PPG 17 requires local authorities to undertake robust assessments of the existing and future needs of their communities for open space, sports and recreational facilities. Local standards for this provision will be established on the basis of this assessment. Barnet will conduct an assessment of provision in accordance with the PPG 17 companion guide – Assessing Needs and Opportunities. The assessment will form an integral part of the evidence base for Barnet’s emerging Local Development Framework. In the interim the Council will apply the NPFA standards.</u></p> <p><u>Policy IMP 1 (Planning Obligations) and supporting text sets out the Council’s key priorities for securing contributions from development. This section clearly sets out the requirements of Circular 1/97 – Planning Obligations.</u></p>	<p>8.131 (i) and (ii). Clarification about high density development.</p>
<p>215</p>	<p>Policy H20 Public recreational space in residential developments</p>	<p>Modified wording: Planning permission will only be granted for housing developments if they provide proportionate amounts of public recreational space and facilities <u>commensurate improvements in</u> children’s play, sports grounds and general use <u>areas</u> where a deficiency in open space exists as indicated on Map 6.2 and to the standard of 2.43 hectares per 1000 population.</p>	<p>In accordance with the Inspector’s recommendation 8.131 and the Council’s PIC</p>
<p>216</p>	<p>Residential Density Para 8.3.58</p>	<p>Modified wording : Nevertheless <u>The London Plan seeks to maximise the potential of sites, ensuring that development proposals achieve the highest possible intensity of use compatible with local context, the design principles</u></p>	<p>In partial accordance with the Inspector’s recommendation</p>

		<p><u>for a compact city and with public transport capacity. The London Plan identifies Cricklewood / Brent Cross as an Opportunity Area and Mill Hill East and Colindale as Areas for Intensification. The Council considers that maximum use should be made of housing capacity in urban areas within "town centre walking catchment areas". This area is defined as within a 10 minute walking time (that can be approximately 600 to 800 metres), from the nearest part of the most accessible major and district town centre shopping areas taking into account the urban grain, busy roads and other barriers to pedestrian access. The Borough's major town most accessible centres are considered to be Chipping Barnet, Edgware and North Finchley. The district town centres are Brent Street, Burnt Oak, Chipping Barnet, Church End – Finchley, Cricklewood, East Finchley, Edgware, Golders Green, Mill Hill, New Barnet, Temple Fortune and Whetstone. and The local centre at West Hendon is the focus for a new high density mixed use development which will provide up to 2,200 new homes together with leisure, community and retail facilities. In these locations, and where possible under other policies, residential development should not be developed below 250 HRH, whilst areas outside but nearby the boundary or along transport corridors with bus routes should not be developed below 200 HRH. Other areas should be above 150 HRH. These densities equate to above the 30 dwelling units per hectare minimum density recommended in PPG3 (2000).</u></p>	8.142 (ii)
217	Policy H21 Residential Density	<p>Modified wording: Densities for new residential development should not be lower than 150 habitable rooms per hectare and should be significantly higher in accessible town centre sites and in these cases be part of mixed use schemes of good design quality. The Council will favourably consider proposals for higher density residential development within and Barnet's major and district town centres, together with West Hendon local centre, Cricklewood / Brent Cross, Mill Hill East and Colindale provided such proposals comply with Policy D1 and relate satisfactorily to their surroundings.</p>	In partial accordance with the Inspector's recommendation 8.142 (i).
218	Conversions Para 8.3.64	<p>Modified wording The conversion of buildings in other uses such as offices, to housing can also increase the borough's dwelling supply. Buildings which are vacant or under used may be more beneficially used for housing, including the space above shops. Such proposals should conform with other relevant policies and standards in this Plan and be in an appropriate location for housing. Since the Plan seeks to retain some balance between employment and housing opportunities in the borough, where a conversion proposal involves a building in office, business or industrial uses, the council will wish to be satisfied that the use is no longer viable or needed (see policy EMP7 in the Employment (Business and Industry) Chapter). The acceptability of such a proposal will also depend on the need for the type of housing proposed and the type of building converted. There are other uses that can also contribute towards housing supply such as space above shops, vacant retail premises on the edge of primary retail frontages capable of providing an acceptable standard of amenity, and office space, that cannot practically provide any employment use. In order to allow a change to residential use the council must be satisfied that the premises whether used for a business, shop or office, has been actively marketed for this or a related purpose for 18 months as stated for office uses in Policy EMP 7.</p>	In accordance with the Council's PIC, the wording of which has been improved.

219	Policy H24 Conversions	<p>Modified wording: The council will permit changes of use from non-residential uses to residential uses provided that: i. the building or the site is in a suitable area for housing having a reasonable standard of amenity; and the building or the site is not required or allocated for employment uses ii. there is no realistic prospect of re-use for employment purposes or other non-residential use. and iii. the proposal complies with other policies in the Plan.</p>	In accordance with the Inspector’s recommendation 8.148 and the Council’s PIC
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CHAPTER 9: COMMUNITY SERVICES

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
230	Regional Policy Context Para 9.1.5, New Para 9.1.4(a) and Para 9.1.9	<p>Current wording</p> <p>9.1.5 Regional Planning Guidance for the South East (RPG9, 1994) and Strategic Guidance for London Planning Authorities (RPG3, 1996) both stress the role that the planning system can play in improving the quality of people’s lives, and state that a range of community services should be provided in town centres and local centres. Both documents also state that local authorities should take account of the need for water supply and sewerage facilities when drawing up development plans.</p> <p>Modified wording</p> <p><u>9.1.4 (a)</u> <u>Development of open space, sports or recreational facilities may provide an opportunity for local authorities to remedy deficiencies in provision. Where the council has identified a surplus in one type of open space or sports and recreational facility but a deficit in another type, planning conditions or obligations will be used to secure part of the development site for the type of open space or sports and recreational facility that is in deficit</u></p> <p>9.1.5— Regional Planning Guidance for the South East (RPG9, 1994) and Strategic Guidance for London Planning Authorities (RPG3, 1996) both stress the role that the planning system can play in improving the quality of people’s lives, and state that a range of community services should be provided in town centres and local centres. Both documents also state that local authorities should take account of the need for water supply and sewerage facilities when drawing up development plans.</p> <p>9.1.5 Regional Context <u>The London Plan places emphasis on ensuring that the needs of communities are addressed. Accessible and affordable community facilities are key to enabling the community to function. Local assessments of need will help to identify gaps in the provision of social infrastructure which the development process can then seek to address. This is in line with concepts of sustainable communities.</u></p>	To update text
231		<p>Current wording:</p> <p>9.1.9 This objective can be most effectively met by the council working in conjunction with the local health authorities, social welfare and voluntary services, schools, further and higher educational establishments, as well as the major communities and faiths</p>	In accordance with Inspector’s recommendation 9.4

		<p>Modified wording 9.1.9 This objective can be most effectively <u>will only be</u> met by the council working in conjunction with the local health authorities, social welfare and voluntary services, schools, further and higher educational establishments, as well as the major communities and faiths</p>	
232	Policy CS1 Community and Religious Facilities	<p>Current wording: Policy CS1 Development proposals for community and religious facilities will be permitted where they:</p> <ol style="list-style-type: none"> i. Meet an identified need; ii. are easily accessible by public transport, walking and cycling; iii. if in a town centre location, would not be situated within the primary retail frontage; iv. would not have a demonstrably harmful impact on the character of the surrounding area and the amenities of nearby residential properties and other uses; and v. are designed to be accessible to people with disabilities <p>Modified wording Development proposals for community and religious facilities will be permitted where they:</p> <ol style="list-style-type: none"> i. Meet an identified need; ii. are easily accessible by public transport, walking and cycling; iii. if in a town centre location, would not be situated within the primary retail frontage; iv. would not have a demonstrably harmful impact on the character of the surrounding area and the amenities of nearby residential properties and other uses; and v. are designed to be accessible to people with disabilities 	In accordance with the Inspector’s recommendation 9.12
233	Educational Facilities Para 9.3.6 and Policy CS4	<p>Current wording: Provision of Educational Facilities 9.3.6 Education is important, not just for children, but throughout the course of a person’s life. By updating or learning new skills and gaining knowledge people can improve their employment prospects, retrain for new careers, or just study for personal enjoyment. There are a variety of types of educational facilities in the borough to meet the needs of residents, including primary, secondary and nursery schools, and further and higher education establishments. The council as the Local Education Authority (LEA) has a statutory duty to provide primary and secondary school places for children aged 5 up to 16 years, and a part time nursery place for four year olds where requested. The council also has a responsibility to ensure that there is adequate provision for adult, youth and nursery education in the borough. In addition to state-run establishments, there are also a number of schools, colleges and further and higher education institutes in the borough run by private or voluntary bodies.</p>	Update text

234		<p>Modified wording Provision of Educational Facilities 9.3.6 Education is important, not just for children, but throughout the course of a person’s life. By updating or learning new skills and gaining knowledge people can improve their employment prospects, retrain for new careers, or just study for personal enjoyment. There are a variety of types of educational facilities in the borough to meet the needs of residents, including primary, secondary and nursery schools, and further and higher education establishments. The council as the Local Education Authority (LEA) has a statutory duty to provide primary and secondary school places for children aged 5 up to 16 years, and a part time nursery place for four <u>three</u> year olds where requested. The council also has a responsibility to ensure that there is adequate provision for adult, youth and nursery education in the borough. In addition to state-run establishments, there are also a number of schools, colleges and further and higher education institutes in the borough run by private or voluntary bodies.</p> <p>Current wording: Policy CS4 Proposals for the development or expansion of educational facilities will be permitted where they:</p> <ul style="list-style-type: none"> i. are easily accessible by public transport, walking and cycling; ii. would not have a demonstrably harmful impact on the character of the surrounding area and amenities of nearby residential properties and other uses, and iii. are designed to be accessible by people with disabilities <p>Modified wording: Policy CS4 Proposals for the development or expansion of educational facilities will be permitted where they:</p> <ul style="list-style-type: none"> i. are easily accessible by public transport, walking and cycling; ii. would not have a demonstrably harmful impact on the character of the surrounding area and amenities of nearby residential properties and other uses, and iii. are designed to be accessible by people with disabilities 	<p>In accordance with Inspector’s recommendation 9.26(i)</p>
235	Para 9.3.7	<p>Current wording: The council will seek to ensure that there is an adequate provision of education facilities in the borough, and will encourage proposals for facilities which will help meet identified needs. Any facilities should be easily accessible by public transport, walking and cycling, and provide for the needs of disabled people. When considering proposals for education facilities the council will also have regard to their impact on the amenity of nearby residential properties and other uses and the character of the surrounding area.</p> <p>Modified wording:</p>	<p>In accordance with the Inspector’s recommendation 9.26 (ii)</p>

		<p><u>To meet the educational needs of Barnet’s growing population</u> the council will seek to ensure that there is an adequate provision of education facilities in the borough. It and will encourage proposals for facilities which will help meet identified needs. Any facilities should be easily accessible by public transport, walking and cycling, and provide for the needs of disabled people. When considering proposals for <u>new educational facilities, or the expansion of existing ones,</u> the council will also have regard to their impact on the amenity of nearby residential properties and other uses and the character of the surrounding area.</p>	
236	School Sites 9.3.10	<p>Current wording: Many local authorities maintained schools in the borough have little spare capacity, and the demand for primary, secondary and nursery places is expected to increase over the plan period as a result of natural population growth and net inward migration. The council will continue to monitor the need for additional school places, and will seek to identify and safeguard new sites at existing schools for expansion to help ensure that sufficient provision is made to meet identified need. Sites for proposed new schools should be situated in the area which they serve, and easily accessible by public transport, walking and cycling.</p> <p>Modified wording: Many local authorities <u>authority</u> maintained schools in the borough have little spare capacity, and the demand for primary, secondary and nursery places is expected to increase over the plan period as a result of natural population growth and net inward migration <u>largely generated by housing development in Barnet.</u> The council will continue to monitor the need for additional school places, and will seek to identify and safeguard new sites at existing schools <u>and educational use sites</u> for expansion to help ensure that sufficient provision is made to meet identified need. Sites for proposed new schools should be situated in the area which they serve, and easily accessible by public transport, walking and cycling (<u>refer to Paragraph 7.3.12 in Chapter 7 on Movement for information on the Safe Routes to Schools programme and the new policy M3a).</u></p>	In accordance with the Inspector’s recommendation 9.32 as set out in the Council’s Pre-Inquiry Changes
237	School Sites 9.3.11	<p>Current wording: The demand for school places varies between different areas of the borough, and some local authority maintained schools have pupil places and accommodation which is surplus to requirements. The council will seek to identify suitable alternative uses for surplus educational land or buildings. Wherever possible the council will seek to ensure that the community use of land and buildings is retained, and will give priority to their continued use for community and leisure purposes, for example, as a community centre, arts centre or sports facility. Where such establishments are well located or otherwise suitable for some educational use, it is important to ensure that any alternative use or disposal will not lead to future deficiencies of educational facilities.</p> <p>Modified Wording: The demand for school places varies between different areas of the borough, and some local authority maintained schools have pupils places and accommodation which is surplus to requirements. The council</p>	In accordance with the inspector’s recommendation 9.41 (i) as set out in the council’s Pre-Inquiry Changes

		will seek to identify suitable alternative uses for surplus educational land or buildings. Wherever possible the council will seek to ensure that the community use of land and buildings is retained, and will give priority to their continued use for community and leisure purposes, for example, as a community centre, arts centre or sports facility. Where such establishments are well located or otherwise suitable for some educational use, it is important to ensure that any alternative use or disposal will not lead to future deficiencies of educational facilities.	
238	School Sites 9.3.12	<p>Current wording: Some schools may also have an over-provision of playing field space, according to the standards set by the Department for Education and Employment. The council will consider development proposals on these sites in accordance with policies in the leisure, Recreation and Tourism chapter which seek to retain the open character and/or sporting or recreational use of sports grounds and playing fields.</p> <p>Modified Wording: Some schools may also have an over-provision of playing field space, according to the standards set by the Department for Education and Employment <u>Skills</u>. The council will consider development proposals on these sites in accordance with policies in the Leisure, Recreation and Tourism chapter which seek to retain the open character and/or sporting or recreational use of sports grounds and playing fields. <u>PPG 17 – Planning for Open Space, Sport and Recreation (2002) recognises that existing open space, sports and recreational buildings and land should not be built on unless an assessment has been undertaken which has clearly shown the open space or the buildings and land to be surplus to requirements. In advance of an assessment of need, the council will give very careful consideration to any planning application involving development on playing fields. The council will consult Sport England for guidance about development that affects land used as playing fields.</u></p>	In accordance with Inspector’s recommendation 9.41 (ii).
239	Surplus Educational Land and Buildings Policy CS7	<p>Current wording: The council will seek to identify suitable alternative uses of buildings and land that are currently surplus to educational requirements. The preferred alternative will be for the buildings and land to be used for community, leisure or recreation purposes.</p> <p>Modified wording: The council will seek to identify suitable alternative uses of buildings and land that are currently surplus to educational requirements. The preferred alternative will be for the buildings and land to be used for community, leisure or recreation purposes.</p>	In accordance with the inspector’s recommendation 9.41 (i) as set out in the Council’s Pre-Inquiry changes
240	Education needs generated by new housing development	<p>Current wording: If a proposed residential development is situated in an area where there is a shortage of school places or will create a shortage of school places, the developers will normally be required to enter into a planning obligation with the council to meet the extra educational costs incurred by the community as a result of the</p>	In accordance with the Inspector’s recommendation 9.49

	Policy CS8	<p>development.</p> <p>Modified wording: If a proposed residential development is situated in an area where there is a shortage of school places or will create a shortage of school places, the developers will normally be required to enter into a planning obligation with the council to meet the extra educational costs incurred by the community as a result of the development. <u>Where a residential development creates a need for additional school places, the council will seek to enter into planning obligations with the developer to secure contributions to their provision.</u></p>	
241	Education needs generated by new housing development Para 9.3.14	<p>Current wording : Further guidance on the use of Section 106 agreements for educational purposes is contained in the council’s supplementary planning guidance note on ‘Educational Needs Generated by New Housing Developments’.</p> <p>Modified wording: Further guidance on the use of Section 106 agreements for educational purposes is contained in the council’s supplementary planning guidance note on ‘Educational Needs Generated by New Housing Developments’. <u>This SPG will be replaced by a Supplementary Planning Document (SPD) on Contributions to Life-Long Learning from Development. The timetable for this SPD is set out in Barnet’s Local Development Scheme.</u></p>	Update text
242	Para 9.3.22 Surplus health care facilities	<p>Current wording: The rationalisation of facilities in the health service and the move towards care in the community means that certain health care facilities may become available for other uses. In such circumstances the council will liaise with the Health Authority and other agencies to identify suitable alternative uses for surplus land and buildings. Wherever possible, the council will seek to ensure that the community use of the land and buildings is retained, and will give priority to their use for community, leisure, education and recreation purposes. Where such establishments are well located or otherwise suitable for use as health facilities, it is important to ensure that any alternative use or disposal will not lead to future deficiencies of health care facilities.</p> <p>Modified wording: The rationalisation of facilities in the health service and the move towards care in the community means that certain health care facilities may become available for other uses. In such circumstances the council will liaise with the Health Authority and other agencies to identify suitable alternative uses for surplus land and buildings. Wherever possible, the council will seek to ensure that the community use of the land and buildings is retained, and will give priority to their use for community, leisure, education and recreation purposes. Where such establishments are well located or otherwise suitable for use as health facilities, it is important to ensure that any alternative use or disposal will not lead to future deficiencies of health care</p>	In accordance with the Inspector’s recommendation 9.63

		facilities. <u>Other uses will be considered on their individual planning merits.</u>	
243	Policy CS14 Surplus health care facilities	<p>Current wording: The council will seek to identify suitable alternative uses of buildings and land formerly used for health purposes that are surplus to requirements. The preferred alternative will be for the buildings and land to be used for community, education, leisure or recreation purposes. Other uses will be considered on their individual planning merits, and assessed against the relevant policies of this plan.</p> <p>Modified wording: The council will seek to identify suitable alternative uses of buildings and land formerly used for health purposes that are surplus to requirements. The preferred alternative will be for the buildings and land to be used for community, education, leisure or recreation purposes. Other uses will be considered on their individual planning merits, and assessed against the relevant policies of this plan.</p>	In accordance with the Inspector’s recommendation 9.63

CHAPTER 10 EMPLOYMENT (BUSINESS AND INDUSTRY)

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
244	10.1 Introduction. Overview. Paragraphs 10.1.1 to 10.1.5	<p>Current wording: 10.1.4 The Cricklewood railway lands represent the major opportunity for regeneration in the borough. This is recognised by Strategic Guidance for London Planning Authorities (RPG3 1996), which identifies the area as one of London’s major regeneration opportunities. The regeneration of the Cricklewood area is one of the guiding principles of the UDP. (See para.2.3.1, Part 1 of this Plan).</p> <p>Modified wording: The Cricklewood railway lands represent the major opportunity for regeneration in the borough. This is recognised by Strategic Guidance for London Planning Authorities (RPG3 1996), which identifies the area as one of London’s major regeneration opportunities. <u>in the Mayor’s London Plan (2004) which identifies the area as one of North London’s Opportunity Areas.</u> The regeneration of the Cricklewood area is one of the guiding principles of the UDP, (see para. 2.3.1, Part 1 of this Plan).</p>	To update text.
245	10.1.10 Introduction. The National Planning Policy Context.	<p>Current wording: 10.1.10 PPG13 on Transport (draft October 1999) states that ‘mixed use development can provide very significant benefits in terms of promoting vitality and diversity and in promoting walking as a primary mode of travel’, and encourages a ‘balance at the strategic level between employment and housing both within urban areas and rural areas to minimise the need for long commuting’. (Paragraph 20).</p> <p>Modified wording: PPG13 on Transport (draft October 1999) <u>PPG13, Transport (2003)</u> states that ‘mixed use development can provide very significant benefits in terms of promoting vitality and diversity and in promoting walking as a primary mode of travel’, and encourages a ‘balance at the strategic level between employment and housing both within urban areas and rural areas to minimise the need for long commuting’. (Paragraph 20). <u>Planning policies should produce a broad balance at the strategic level between employment and housing to minimise the need for long distance commuting. (Paragraph 30).</u></p>	To update text.

<p>246</p>	<p>10.1.11 to 10.1.17 Introduction. The Regional Context</p>	<p>Current wording: The Regional Policy Context 10.1.11 Regional Planning Guidance for the South East (Draft revised RPG9, 2000) states that</p> <p>“Economic diversity should be encouraged, facilitating small and medium enterprises ... and .. In preparing development plans local authorities should .. in areas with an over-dependence on one sector such as the service sector, take specific actions to preserve industrial sites where a need for such sites has been identified.” (Policy RE10).</p> <p>10.1.12 Regional Planning Guidance for London (RPG3, 1996) states that boroughs should:</p> <ul style="list-style-type: none"> • Review the extent of industrial land in their borough having regard to current trends in employment and to the sites identified by LPAC and make strategic policies for the furtherance of industry and manufacturing. • Prepare policies to ensure that the most important employment sites are safeguarded from other uses where this can be clearly justified. • Identify and clearly justify those areas where restrictions should apply to the B1 use class or where preference should be given to defined uses as part of mixed use schemes. • Promote positive policies for distribution and warehousing and freight movement including identifying sites and assisting in making land available. • Identify the opportunities for freight handling and transfer by rail or water and safeguard sites where there is a reasonable prospect of freight being transported by these modes. <p>10.1.13 RPG3 identifies two sites within Barnet as Industrial Business Parks¹</p> <ul style="list-style-type: none"> • Northern Telecom • RAF East Camp <p>It states that these sites should be especially considered when planning or regenerating activities are contemplated and preference be given for retaining them for employment uses although RPG3 recognises that a degree of mixed use development may be appropriate.</p>	<p>To update text, and in accordance with Inspector’s recommendation 10.9 (ii).</p>
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¹ Industrial Business Parks are defined by RPG3 as industrial and business sites meeting the needs of B1(b) and B1(c) activities, requiring a high quality environment and less access for heavy goods vehicles but which should have good accessibility by public transport and relate more harmoniously with neighbouring uses than B2 or B8.

		<p>10.3.14 In the case of RAF East Camp, the council has consistently supported a more significant degree of mixed use development, particularly as the history of the site promotes opportunities for tourism. The Government has supported the development of an auto park and leisure centre which accords with the planning brief for the site, but does not entirely accord with the definition of an Industrial Business Park. Until the scheme is implemented the designation should remain to ensure the site is protected in planning terms pending full implementation of the approved scheme.</p> <p>10.3.15 RPG3 states that “outer London economies are diversifying..” and “by fostering new and growing firms, London is well placed to attract further investment and activity ” being “increasingly dominated by the service sector.” (Page 34). In paragraph 3.17 it states that “.. more industries [than those allocated as Preferred Industrial Locations and Industrial Business Parks] occupy sites which are integral to their local economy but which are vulnerable to development proposals from higher value uses. Boroughs may seek to safeguard such sites by restricting prospective land-uses to those offering employment in industry and business classes. However, the case should be well justified on the basis of the contribution that employment on or associated with these sites makes to the economy of the Borough and London as a whole and that there continues to be a realistic prospect of productive use.”</p> <p>10.1.16 This advice has been developed by LPAC (Revised advice on Planning for industry in London Report No. 14/2000) who similarly state that It is very often the smaller industrial sites, accommodating lower-value industrial users, which transfer to other, higher value, land uses to the detriment of local employment and the vitality of local economies. This is particularly the case in areas of London where industrial land is currently in short supply, but where demand for other uses, particularly retail and housing, is often highly vigorous.” and “Policy should seek to retain in industrial use those higher quality industrial sites, and poorer quality sites which meet a demonstrable need for low cost accommodation. Policy should , however, allow the managed transfer of some sites where they appear genuinely redundant for industrial purposes, or where an alternative land use is more suitable in land use terms.”</p> <p>10.1.17 In this regard LPAC have recommended a criteria based approach to be used on sites outside the Preferred Industrial Locations, Industrial Business Parks & Technology Parks and borough level protected sites (defined in Barnet as Industrial Parks). In developing policy criteria three sub regions of London are defined and placed into categories as following; “Highly Restricted Transfer”, “LimitedTransfer” and “Managed Transfer”. The first category approach applies a particularly restrictive</p>	
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		<p>approach to the transfer of industrial sites to other uses e.g. Hammersmith & Fulham. At the other extreme the managed transfer category is where there is a greater supply of vacant industrial sites relative to demand and a more permissive approach to the transfer of sites may be appropriate e.g. Newham. Barnet is placed in between in the “Limited transfer” category with an approach some way between the two. In developing these criteria it is advised that boroughs should seek to retain those sites of importance for industrial users, including the poorer quality sites which provide the scope for low cost industrial accommodation. The following criteria are relevant and the approach will be whether a site satisfies;</p> <p>Strategic factors</p> <ul style="list-style-type: none"> • Meets short or long term demand for industrial development, • Offers potential for the provision of small industrial units serving local residential and commercial areas, particularly where there is little alternative provision in the area, • Contributes to local employment objectives and local economic diversity, • Can take advantage of existing or proposed infrastructure or economic development/ regeneration funding, <p>Site characteristics</p> <ul style="list-style-type: none"> • Provides lower cost industrial accommodation suitable for small, start –up, or lower-value industrial uses or other businesses important to the local economy, • Is well located to highways network causing minimal traffic impact in residential areas, • Is located, if a high trip generator, within or adjacent to a town centre or accessible to public transport facilities giving high accessibility, • Provides facilities for ‘bad neighbour’ uses being well screened from, and not causing detriment to, residential amenity, <p>Industrial Demand Factors</p> <ul style="list-style-type: none"> ▪ Has been marketed for at least two years and up to five years for major sites, without realistic prospect of industrial re-use, ▪ Has been vacant for a considerable period without realistic prospect of industrial re-use, for between two to five years. <p>Modified wording: Replace current wording with the following <u>The London Plan sets the regional spatial strategy and one of its six objectives is to make London a more prosperous city with strong and diverse economic growth. The gross growth in jobs in London 2001 to 2016 is projected to increase by a net figure of 636,000 although some sectors, including manufacturing, public administration and utilities, are expected to decline.</u></p>	
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	<p><u>The overall strategy sees development in Opportunity Areas, Areas of Intensification and town centres and other locations well served by public transport. This spatial strategy is supported by the integration of policies for significant improvements in access, services and sustainability in suburban areas and the management and promotion of Strategic Employment Locations as reservoirs of London’s industrial capacity.</u></p> <p><u>Section 3B of the London Plan provides the current economic context, compares supply and demand for office floorspace and considers the policy implications, includes policies for manufacturing and warehouse distribution, and examines growth sectors and barriers to employment.</u></p> <p><u>The London Plan’s spatial and land – use policies are linked to the Mayor’s Economic Development Strategy prepared by the London Development Agency (LDA) which provides the context and guidance on London’s potential for economic growth.</u></p> <p><u>The demand and supply of offices in London is crucial to future growth in jobs and although over 75% of office floorspace is found within central and east London, some growth is expected in suburban locations. Of all the sub-regions, North London is forecast to have the smallest demand for office floorspace. With only a few exceptions, the stock of offices in suburban London is losing its attraction for strategically important office-based employment. It will therefore be necessary to focus on a few types of key locations such as strategic office centres, business parks and town centre office quarters. Government guidance emphasises mixed –use development and therefore employment generating development should include housing, particularly affordable housing, in order to promote sustainable development.</u></p> <p><u>Whereas manufacturing industry has declined in the UK, London still retains a range of jobs such as high value-added and design-led manufacturing that have strong links with research and information found in London’s universities and medical research establishments. Wholesale distribution is important in order to store and deliver high value and high volume goods throughout the region to meet quality services. The London Plan refers to Strategic Employment Locations that will be promoted by the LDA, boroughs and their partners for industrial development. They comprise two types of areas, Preferred Industrial Locations and Industrial Business Parks, the latter being for businesses requiring a high quality of environment.</u></p> <p><u>There are a number of emerging sectors that need to be taken into account in planning London’s growth economy. These include e-business, bio-technology, creative and environmental industries which all have different demands on land and building supply. It is likely that more businesses will require good access to public transport, ITC infrastructure and a skilled and flexible workforce. The London Plan aims to improve the balance between people and jobs and this will involve close working between relevant</u></p>	
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		<p><u>partners and other agencies dealing with skills and employment, discrimination, health, housing and other aspects of sustainability.</u></p> <p><u>Section 5E of the London Plan sets out the strategic priorities for the north London sub-region that comprises the boroughs of Barnet, Enfield, Haringey and Waltham Forest. It notes that economic performance in the sub-region has been varied in recent years with some strong employment growth, principally in Barnet. The Plan proposes around 47,000 additional homes and 26,000 new jobs by 2016 with development focused on Opportunity Areas, including Cricklewood/Brent Cross where 5,000 new jobs are indicated. Other areas planned for new jobs are the two Areas of Intensification at Mill Hill and Colindale with about 500 jobs each.</u></p>	
247	10.1.31 and 10.1.32	<p>Current wording: A requirement of Barnet’s Economic Development Plan is to promote the provision of local jobs through the provision of small business accommodation, green travel plans and provide a site finding service to assist in meeting the demand for firms who wish to expand and/or relocate within Barnet.</p> <p>The Local Agenda 21 strategy 2000 aims for, ‘Barnet to be a centre for diverse, growing competitive businesses of all sizes, bringing jobs and increased prosperity to the community through sustainable economic development’. This will involve support of the ‘green economy’.</p> <p>Modified wording: Replace current wording with the following <u>One of the five priorities identified in the Community Plan for Barnet, 2003-2006, is to foster an enterprising economy. Action to achieve this priority includes ensuring that there are adequate sites and buildings for employment use provided through the UDP, preparing the development framework for Cricklewood / Brent Cross and encouraging a regulated evening economy in appropriate locations.</u></p>	To update the text. NOT in accordance with the Inspector’s recommendation 10.9 (iv)
248	10.2 Strategic policies. Policy GEMP4	<p>Current wording: The council will seek to retain land that meets strategic requirements for small, medium and large-scale industrial users. If there is no realistic prospect of re-use or mixed use for employment and housing then 100% affordable housing will be a priority.</p> <p>Modified wording: The council will seek to retain land that meets strategic requirements for small, medium and large-scale industrial users. If there is no realistic prospect of re-use or mixed use for employment and housing then <u>400% affordable housing will be a priority purely for employment purposes, mixed-use development for employment and housing will be a priority.</u></p>	In accordance with Inspector’s recommendation 10. 18
249	10.3.2 to 10.3.8 and Policy	<p>Current wording: 10.3.8b</p>	In accordance with Inspector’s

	EMP1	<p>On some sites with firms that cause unacceptable nuisance to residents locally or cause highway safety problems, their retention may not be preferred. In these cases the sites should also be developed, as a priority, for new business units that cause less harm locally. Some sites, however, may be inappropriate for retail floorspace and policies in the Town Centre and Retailing chapter clarify this issue. Alternatively, the priority will be to require 100% to be affordable housing in accordance with Policy H6 of the Housing chapter.</p> <p>Modified wording: 10.3.8b On some sites with firms that cause unacceptable nuisance to residents locally or cause highway safety problems, their retention may not be preferred. In these cases the sites should also be developed, as a priority, for new business units that cause less harm locally. Some sites, however, may be inappropriate for retail floorspace and policies in the Town Centre and Retailing chapter clarify this issue. Alternatively, the priority will be to require 100% to be affordable housing in accordance with Policy H6 of the Housing chapter.</p> <p>10.3.8c <u>Employment sites of sufficient size, which are generally accepted as being redundant, can be developed for housing on part of the site to release capital for modern industrial (B1) premises. Mixed employment/housing schemes are a sustainable form of development as they reduce the need to travel. The criteria for requiring affordable and intermediate housing in Policy H5 and the reasoned justification will apply to the residential component of the scheme.</u></p>	recommendation 10.21 (i) and (ii) as set out in council’s Pre-Inquiry Changes
250	10.3.8a and Policy EMP2	<p>Current wording: 10.3.8a Industrial sites outside the Preferred Industrial Sites and Business parks can provide important local services and employment at a sustainable local level, by reducing the need to travel or commute. On such sites where there is a reasonable prospect of productive use, there will be similar protection from loss to non- industrial and business uses. This protection will apply to poorer quality sites that could, or do, provide affordable business premises for small firms or growing business sectors. The site may be redeveloped or re-used if there is no interest expressed in its current form for a period of at least 18 months and it has been actively marketed for such re-use or redevelopment. Other considerations stated in paragraph 10.1.16 will also be relevant. Its partial loss, as a contributor of jobs to the local economy, can be allowed if the site is developed for a mixed use of residential and business use for small firms of equivalent floorspace, employment numbers or improved quality of jobs.</p> <p>Modified wording: 10.3.8a Industrial sites outside the Preferred Industrial Sites and Business parks can provide important local</p>	In accordance with the Inspector’s recommendation 10.30 (i) (ii)

251		<p>services and employment at a sustainable local level, by reducing the need to travel or commute. On such sites where there is a reasonable prospect of productive use, there will be similar protection from loss to non- industrial and business uses. This protection will apply to poorer quality sites that could, or do, provide affordable business premises for small firms or growing business sectors. The site may be redeveloped or re-used if there is no interest expressed in its current form for a period of at least 18 months and it has been actively marketed for such re-use or redevelopment. Other considerations stated in paragraph 10.1.16 will also be relevant. Its partial loss, as a contributor of jobs to the local economy, can be allowed if the site is developed for a mixed use of residential and business use for small firms <u>preferably of equivalent floorspace, employment numbers or improved quality of jobs (proposals should cross-refer to Policy IMP1)</u></p> <p>Current wording Policy EMP2 Outside those sites listed in table 10.5 that are used, or have last been used, for B1, B2, B8 or similar industrial uses, the council will not grant planning permission to redevelop or change the use to non industrial or business uses. Exceptions will only be made where there is no realistic prospect of re-use in the short, medium and long term, or redevelopment of the land for industrial purposes and it has been marketed for a considerable period of time. In these cases the priority for re-use would be:</p> <ul style="list-style-type: none"> (i) a mixture of small business units of equivalent floorspace, employment numbers or improved quality, with residential uses, or (ii) 100% of the site for affordable housing. <p>Modified wording Policy EMP2 Outside those sites listed in table 10.5 that are used, or have last been used, for B1, B2, B8 or similar industrial uses, the council will not grant planning permission to redevelop or change the use to non industrial or business uses. Exceptions will only be made where there is no realistic prospect of re-use in the short, medium and long term, or redevelopment of the land for industrial purposes and it has been marketed for a considerable period of time. <u>In these cases the priority for re-use will be a mixture of small business units with residential uses.</u> (i) a mixture of small business units of equivalent floorspace, employment numbers or improved quality, with residential uses, or (ii) 100% of the site for affordable housing.</p>	
252	Paragraph 10.3.11. Policy EMP4	<p>Current wording: 10.3.11 The Northern Telecom site is identified by Strategic Guidance for London (RPG3, 1996) as an Industrial</p>	In accordance with the Inspector’s recommendation 10.38

		<p>Business Park, suitable for research and development/hi-tech and light industry (use class B1(b) and B1 (c)). The site enjoys a high quality environment. General industry (use class B2) and storage and distribution activities (use class B8) would be less suitable on the site because of the potential detrimental impact they would have on residential amenity and highway conditions. For these reasons, and to support the continued development of a high quality Industrial Business Park, the council considers it necessary that preference should be given to applications of high environmental quality on the site.</p> <p>Modified wording: 10.3.11 The Northern Telecom North London Business Park is identified in Strategic Guidance for London (RPG3, 1996) the <u>London Plan</u> as an Industrial Business Park, suitable for research and development/hi-tech and light industry (use class B1(b) and B1 (c)). The site enjoys a high quality environment. General industry (use class B2) and storage and distribution activities (use class B8) would be less suitable on the site because of the potentially detrimental impact they would have on residential amenity and highway conditions. For these reasons, and to support the continued development of a high quality Industrial Business Park, the council considers it necessary that preference should be given to applications of high environmental quality on the site. <u>Given the present low accessibility of this site by public transport it is important that any significant development proposals include measures aimed at minimising the volume of traffic likely to be generated. UDP Policies M2, M3 to M7 and M14, and Policy 3C.2 of the London Plan, are of particular relevance.</u></p>	<p>and to update the text.</p>
<p>253</p>	<p>Offices, paragraphs 10.3.14 to 10.3.16a, Policy EMP7</p>	<p>Current wording: 10.3.16a Demand for particular types of office accommodation shift over time, with changes in the economy. Where it is foreseen that there will be no realistic productive re-use of office floorspace and it has been actively marketed for 18 months, including for serviced offices or a mixed use commercial scheme if in a town centre, the priority will be for the conversion of the floorspace to be 100% affordable housing (see also Policy H6 of the Housing chapter). This can bring regeneration benefits to the site and the area, and help to meet projected housing needs. Further guidance on conversion to residential use is contained in the Housing chapter.</p> <p>Modified wording: 10.3.16a Demand for particular types of office accommodation shift over time, with changes in the economy. Where it is foreseen that there will be no realistic productive re-use of office floorspace and it has been actively marketed for 18 months, (including as-serviced offices or a mixed use commercial scheme if in a town centre, the priority will be for the conversion of the floorspace to be 100% affordable housing (see also Policy H6 of the Housing chapter) with retailing below in town centres) the priority re-use will be a</p>	<p>In accordance with the Inspector’s recommendation 10.49</p>

<p>254</p>		<p>mixed use development. This can bring regeneration benefits to the site and the area, and help to meet projected housing needs. Further guidance on conversion to residential use is contained in the Housing Chapter. <u>Guidance on Planning Obligations is contained within the Implementation Chapter.</u></p> <p>Current wording Policy EMP7 The re-use of office space for non-employment uses will only be granted planning permission where there is no prospect of re-use, or redevelopment of the land for office purposes and the building has been actively marketed for a considerable period of time, including as serviced offices with retail below in town centres. If this is the case then the priority for reuse would be for 100% affordable housing.</p> <p>Modified wording Policy EMP7 The re-use of office space for non-employment uses will only be granted planning permission where there is no prospect of re-use, or redevelopment of the land for office purposes and the building has been actively marketed for a considerable period of time, including as serviced offices with retail below in town centres. If this is the case then the priority for reuse would be for 100% affordable housing. <u>The development of offices for non-employment uses will be granted planning permission only where there is no realistic prospect of re-use or redevelopment for office purposes. Where this is the case, the priority for re-use would be a mixed-use development.</u></p>	
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CHAPTER 11 TOWN CENTRES AND RETAILING

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
255	11.1 Introduction. Overview. Para.11.1.2, last sentence	<p>Current wording: The importance of the borough’s town centres is recognised in the Council’s Corporate Plan and in its Economic Development Strategy.</p> <p>Modified wording: The importance of the borough’s town centres is recognised in the Council’s Corporate Plan and in its Economic Development Strategy. <u>One of the objectives of the London Borough of Barnet’s Corporate Plan 2004/5 – 2007/8 is for mainstream regeneration activity across the council which includes regenerative schemes to support key town centres.</u></p>	To update text
256	11.1 Introduction. Regional Planning Policy Context. Paras. 11.1.8 and 11.1.9	<p>Current wording: Regional Planning Policy Context 11.1.8 Strategic Guidance for London Planning Authorities (RPG3; 1996) describes the range of functions in a town centre and provides a typology of town centres in London. Those relevant to the London Borough of Barnet are:</p> <p>Regional Shopping Centres - major concentrations in excess of 50,000m² of high quality, wide ranging specialist or comparison shopping floorspace, generating a substantial proportion of turnover from an area covering several boroughs and areas outside London.</p> <p>Major Centres - their attractiveness for retailing has depended on maintaining a mix of both comparison and convenience shopping. They usually have at least 50,000m² of retail floorspace. Some centres have developed specialist roles in addition to their general retailing functions. With sizeable local catchment areas, many of these centres have established cultural and entertainment facilities.</p> <p>District Centres - have traditionally provided convenience goods and services for local customers. They typically range in size from 10,000m² to 50,000m² of retail floor space. Comparison shopping floorspace rarely exceeds 50% of the total. Their basic attraction is that they are easy and pleasant for local people to use. Some have attracted specialist shops or functions such as restaurants.</p> <p>Neighbourhood or Local Centres - have traditionally provided local services for local customers.</p> <p>11.1.9 RPG3 states that boroughs cannot satisfactorily set out the range and hierarchy of town centres in isolation. Consequently the London Planning Advisory Committee, in consultation with boroughs,</p>	In accordance with the Inspector’s recommendation 11.15 to update the UDP to reflect the London Plan.

developed a town centre network and hierarchy. RPG3 states that this must not be regarded as rigid. Instead, the hierarchy is to be maintained in a flexible way, so that it recognises that some centres may improve their position in the hierarchy, while others may revert to a more local role.

Modified wording:

11.1.8

~~Strategic Guidance for London Planning Authorities (RPG3; 1996) describes the range of functions in a town centre and provides a typology of town centres in London. Those relevant to the London Borough of Barnet are:~~

~~**Regional Shopping Centres** – major concentrations in excess of 50,000m² of high quality, wide ranging specialist or comparison shopping floorspace, generating a substantial proportion of turnover from an area covering several boroughs and areas outside London.~~

~~**Major Centres** – their attractiveness for retailing has depended on maintaining a mix of both comparison and convenience shopping. They usually have at least 50,000m² of retail floorspace. Some centres have developed specialist roles in addition to their general retailing functions. With sizeable local catchment areas, many of these centres have established cultural and entertainment facilities.~~

~~**District Centres** – have traditionally provided convenience goods and services for local customers. They typically range in size from 10,000m² to 50,000m² of retail floor space. Comparison shopping floorspace rarely exceeds 50% of the total. Their basic attraction is that they are easy and pleasant for local people to use. Some have attracted specialist shops or functions such as restaurants.~~

~~**Neighbourhood or Local Centres** – have traditionally provided local services for local customers.~~

The London Plan (2004) describes the range of functions in a town centre and provides a typology of town centres in London (Annex 1). Those relevant to Barnet are as follows:

Metropolitan centres mainly in the suburbs, serve wide catchment areas covering several boroughs and offer a high level and range of comparison shopping. They typically have over 100,000 square metres of retail floorspace, including multiple retailers and department stores. They also have significant employment, service and leisure functions.

Major centres are also important shopping and service centres, often with borough-wide catchment, such as Edgware Town centre. They are typically smaller in scale and closer together than those in the metropolitan category. Their attractiveness for retailing is derived from a mix of both comparison and convenience shopping. Some major centres, which have developed sizeable catchment areas, also have some leisure and entertainment functions. Major centres normally have over 50,000 square metres of retail floorspace.

District centres have traditionally provided convenience goods and services for more local communities and are distributed across London. Some district centres have developed specialist functions, often as a

		<p><u>result of their lower rents. Developing the capacity of district centres for convenience shopping is critical to ensure access to goods and services at the local level, particularly for people without access to cars. Many have a linear nature, which may need to be consolidated to make more efficient use of land and transport capacity.</u></p> <p><u>Neighbourhood and more local centres provide services for local communities and are of cumulative strategic significance. A number of recent initiatives, including the NHS Plan 2000, highlight the importance of access to local and affordable fresh fruit and vegetables for the improvement of health. The report of the Social Exclusion Unit’s Policy Action Team 13 ‘Access to Shops in Deprived Neighbourhoods’ emphasised the role of local shopping facilities in fostering social inclusion. Neighbourhood shopping centres have a key role to play in addressing the problems of areas lacking accessible retail and other services.</u></p> <p>11.1.9 RPG3 states that boroughs cannot satisfactorily set out the range and hierarchy of town centres in isolation. Consequently the London Planning Advisory Committee, in consultation with boroughs, developed a town centre network and hierarchy. RPG3 states that this must not be regarded as rigid. Instead, the hierarchy is to be maintained in a flexible way, so that it recognises that some centres may improve their position in the hierarchy, while others may revert to a more local role.</p> <p><u>The London Plan sets out a strategic network of centres across London and identifies which town centres fall into the first four categories. Each centre’s role should be tested through regular town centre ‘health checks’ and in the light of these, centres can be reclassified through Sub Regional Development Frameworks, revisions to the London Plan and UDPs or LDDs. This process will ensure that the network is sufficiently flexible to accommodate change in the role of centres and their relationship to one another.</u></p>					
257	Table 11.1 Retail Hierarchy in Barnet	<p>Table 11.1: Retail Hierarchy in Barnet Current wording:</p> <table border="1" data-bbox="472 1034 1151 1452"> <tr> <td colspan="2" data-bbox="472 1034 1151 1315"> <p>Regional shopping centre</p> <p>Brent Cross</p> </td> </tr> <tr> <td colspan="2" data-bbox="472 1315 1151 1452"> <p>Major town centres</p> <p>Chipping Barnet Edgware North Finchley</p> </td> </tr> </table>	<p>Regional shopping centre</p> <p>Brent Cross</p>		<p>Major town centres</p> <p>Chipping Barnet Edgware North Finchley</p>		
<p>Regional shopping centre</p> <p>Brent Cross</p>							
<p>Major town centres</p> <p>Chipping Barnet Edgware North Finchley</p>							

		<p>District town centres</p> <p>Brent Street Church End Finchley East Finchley Mill Hill Temple Fortune</p> <p>Burnt Oak Cricklewood Golders Green New Barnet Whetstone</p>		
		<p>Local town centres</p> <p>Childs Hill East Barnet Hendon Central West Hendon</p> <p>Colindale - The Hyde Friern Barnet Market Place</p>		
		<p>Local Neighbourhood Centre</p> <p>Apex Corner Deansbrook Road Grahame Park Hampden Square New Southgate</p> <p>Colney Hatch Lane Golders Green Road Hale Lane Holders Hill Circus Great North Road (New Barnet)</p>		
		<p>Modified wording:</p> <p>Table 11.1: Retail Hierarchy in Barnet</p>		
		<p>Regional shopping centre</p> <p>Brent Cross</p>		

		<p>Chipping Barnet, Edgware and North Finchley are defined as major centres due to their size and function.</p> <p>Modified wording: Chipping Barnet, Edgware and North Finchley are defined as major centres due to their size and function <u>Edgware is defined as a Major Town Centre due to its size and function. Its catchment area extends beyond the local area and it provides a wide range of goods, services and facilities besides retail. Whilst Chipping Barnet and North Finchley town centres possess many of the characteristics of a major centre in terms of size, function and catchment area, their position in the hierarchy will be examined in the next review of the London Plan.</u></p>	<p>the Inspector's recommendation 11.15 (iv).</p>
259	11.1.13a	<p>Current wording: None</p> <p>Modified wording: <u>Out of town centre retail facilities are found in the borough in a number of locations including Friern Bridge Retail Park and along the Edgware Road. These do not constitute the town centre network.</u></p>	<p>In accordance with the Inspector's recommendation 11.5 (v).</p>
260	11.1.14 Introduction, Borough context.	<p>Current wording: The council and its partners have developed a town centre management initiative. The Town Centre Management Team will help to enhance the vitality and viability of the town centres through establishing partnerships between the council, the private sector and the local community. The team will develop Town Centre Action Plans to improve town centre vitality and viability.</p> <p>Modified wording: The council and its partners have developed a town centre management initiative. The Town Centre Management Team will help to enhance the vitality and viability of the town centres through establishing partnerships between the council, the private sector and the local community. The team will develop Town Centre Action Plans to improve town centre vitality and viability.</p>	<p>To up-date text.</p>
261	11.2 Strategic Policies. Para. 11.2.1	<p>Current wording: 11.2.1 The council supports the government's objectives for retailing set out in PPG6 (1996), RPG3 (1996) and draft PPG13 (1999). Barnet's first Community Plan (2000), states that the key aims of the council include: making town centres attractive and a lively focus for local communities where small businesses can flourish; promote mixed-use developments that address the social and economic needs of the community and minimise the need to travel; work to design out crime from new buildings, developments and open spaces; and increase the opportunity for and access to leisure and cultural activities. One of</p>	<p>In accordance with Inspector's recommendation 11.15 (i) and (ii).</p>

the key objectives of the council's Economic Development Plan (2000/01) is to regenerate and support town centres. It states that the borough has the advantage of having a number of diverse town and shopping centres which are the backbone of the local economy. Town centres are responding to pressures to change, and many have repositioned themselves within the market and established new markets. The council has recognised the need to protect and promote town centres, not least because they are important providers of employment opportunities but also because they contribute to a more sustainable way of living by reducing overall travel demands. The council's objective is to: focus major trip generating developments in town centre locations in order to create and maintain a sustainable development pattern in the borough.

Modified wording:

Replace current wording with the following

The London Plan acknowledges the complexity of London’s pattern of town centres, and sets out a typology of categories of centres across London. Within Barnet’s retail hierarchy Edgware is categorised as a major centre and North Finchley, Chipping Barnet, Church End Finchley, East Finchley, Temple Fortune, Golders Green, Whetstone, Hendon Central, New Barnet, Brent Street, Mill Hill, Colindale and Cricklewood as district centres

The Council supports The London Plan’s Policy 2A.5 which states that the Mayor will work with sub-regional partnerships to implement a polycentric strategy for London’s development by promoting the strategic importance of London’s town centres in accommodating economic growth, meeting the needs of Londoners and improving the sustainability of London’s development. The Council should access retail capacity and need through sub-regional partnerships where appropriate. The Council should seek to exploit and enhance the accessibility of Barnet’s town centres from the areas which they serve, particularly by public transport, walking and cycling. The council supports the provision for a full range of town centre functions including retail, leisure, employment services and community facilities in relation to other policies within the UDP.

The Council supports policy 3D.1 of the London Plan which makes reference to the need to strengthen the wider role of town centres, by encouraging retail uses within the town centres and enhancing the quality of the retail and other consumer services. and also advocates for designation of core areas for primary and secondary and other areas for shopping. The Council supports Policy 3D.3 of the London Plan which makes reference to the issue of boroughs to provide a policy framework for maintaining, managing and enhancing local and neighbourhood shopping facilities.

Where need for additional development is required within Barnet, capacity to accommodate such development should be identified following a sequential approach.
The scale of retail, commercial and leisure development is related to the size and role of a centre and its catchment and encourage appropriate development on sites in town centres in the London Strategic

		<p><u>Town Centre Network (Annex 1 of the London Plan).</u></p> <p><u>Proposals for out of centre development or for intensification or expansion of existing out of centre development or for intensification or expansion of existing out of centre retail facilities, should be in line with Policy 3D.2 – Town centre development (The London Plan – Spatial Development Strategy for Greater London – February 2004).</u></p>	
<p>262</p>	<p>11.3.2a</p>	<p>Current wording: 11.3.2a The retail capacity study identified the following potential sites for development:</p> <ul style="list-style-type: none"> • Watling Avenue Car Park, Burnt Oak town centre; • Land bounded by High Road, Kingsway and Nether Street, North Finchley town centre; • Edgware Forumside, and Belle Vue Cinema, Station Road, Edgware town centre; and • 1263-1275 High Road, Whetstone town centre. <p>In addition, the council has prepared planning briefs for the following sites that include an element of retail or other major trip generating uses:</p> <ul style="list-style-type: none"> • New Barnet Gas Works, Albert Road, New Barnet; • Convent of the Good Shepherd, East End Road, East Finchley; • land to the rear of 120-204 High Street, Chipping Barnet; • land to the rear of 98 to 140 High Street, Chipping Barnet; • and adjacent to High Barnet station, Great North Road, High Barnet; • land at Borthwick Road and Ramsey Close, West Hendon. <p>These sites are proposed to be the preferred sites for development during the plan period as they have been selected in accordance with the sequential approach. The sites are identified on the proposals map.</p> <p>Modified wording: 11.3.2a The retail capacity study identified a potential site for development:</p> <ul style="list-style-type: none"> • Watling Avenue Car Park, Burnt Oak town centre; • Land bounded by High Road, Kingsway and Nether Street, North Finchley town centre; • Edgware Forumside, and Belle Vue Cinema, Station Road, Edgware town centre; and • 1263-1275 High Road, Whetstone town centre. <p>In addition, the council has prepared planning briefs for the following sites that include an element of</p>	<p>In accordance with the Inspector’s recommendation 11.38 (iii).</p>

		<p>retail or other major trip-generating uses:</p> <ul style="list-style-type: none"> ● New Barnet Gas Works, Albert Road, New Barnet; ● Convent of the Good Shepherd, East End Road, East Finchley; ● land to the rear of 120-204 High Street, Chipping Barnet; ● land to the rear of 98 to 140 High Street, Chipping Barnet; ● land adjacent to High Barnet station, Great North Road, High Barnet; ● land at Borthwick Road and Ramsey Close, West Hendon. <p>These sites are proposed to be the preferred sites for development during the plan period as they have been selected in accordance with the sequential approach. The sites are identified on the proposals map.</p> <p><u>11.3.2a</u> <u>The following sites have been identified as having the potential for development. In accordance with the sequential approach, the following town centre locations have been identified:</u></p> <ul style="list-style-type: none"> ▪ <u>Watling Avenue Car Park, Burnt Oak town centre;</u> ▪ <u>Edgware Forumside;</u> ▪ <u>Land at rear of 98 – 140 High Street, Chipping Barnet;</u> ▪ <u>Site: 213-227 West Hendon Broadway, West Hendon Town Centre.</u> ▪ <u>Land at Borthwick Road and Ramsey Close, West Hendon.</u> <p><u>In addition, the following edge-of-centre site has been identified. The justification for this lies in the designation of the southern part of the site, i.e. that nearest the town centre, for B1, leisure and retail uses.</u></p> <ul style="list-style-type: none"> ▪ <u>New Barnet Gas Works, Albert Road, New Barnet</u> 	
263	Para 11.3.6a	<p>Current wording: 11.3.6a Edge of centre, for shopping purposes, is defined as a location within easy walking distance (i.e. 200 - 300 metres) of the primary frontage. In those centres where primary frontages are not distinguished, the edge of centre will be measured from the main shopping area. Primary frontages are listed in Table 11.3 and defined on the proposals map. The council considers main shopping areas and secondary frontages, where they have been identified, are not rigid and may change over the life time of the plan. However, they too are defined on the proposals map</p> <p>Modified wording: 11.3.6a Edge of centre, for shopping purposes, is defined as a location within easy walking distance (i.e. e.g. 200 - 300 metres) of the primary frontage. In those centres where primary frontages are not</p>	In accordance with the council’s Pre-Inquiry Changes.

		<p>distinguished, the edge of centre will be measured from the main shopping area. Primary frontages are listed in Table 11.3 and defined on the proposals map. The council considers main shopping areas and secondary frontages, where they have been identified, are not rigid and may change over the life time of the plan. However, they too are defined on the proposals map</p>	
<p>264</p>	<p>Table 11.2 Potential Development Sites in District and Local Town Centres</p>	<p>Current wording: Proposal: Supermarket or superstore with associated car parking and stall market. Site: Watling Avenue Car Park, Burnt Oak Town Centre Site area: 1.33 ha Ownership: Barnet Council</p> <p>Proposal: A mix of retail, business, leisure, community and residential development. Site: Land rear of 98-140 High Street, Chipping Barnet Town Centre Site area: 0.7ha Ownership: Part Barnet Council, part private.</p> <p>Proposal: Mixed use development comprising retail, business, housing and leisure development. Site: Land at Forumside adjacent to Broadwalk Shopping Centre, Edgware. Site area: 0.4ha Ownership: Private</p> <p>Proposal: Mixed use development comprising an arts centre, retail, residential and/or office use. Site: Land bounded by High Road, Kingsway and Nether Street, North Finchley Town Centre. Site area: 0.5ha Ownership: Barnet Council Proposal: Mixed use development</p> <p>Site: Belle Vue Cinema, Station Road, Edgware. Site area: 0.2ha Ownership: Private</p> <p>Proposal: Retail development, possibly as part of a mixed use scheme. Site: 213-227 West Hendon Broadway, West Hendon Town Centre. Site area: 2.4ha Ownership: Barnet Council and private.</p> <p>Proposal: Mixed use comprising retail and residential. Site: 1263-1275 High Road, Whetstone</p>	<p>In accordance with the Inspector's recommendation 11.38 (ii).</p> <p>Sites are deleted as developed or in the process of being developed</p>

	<p>Site area: 0.3ha Ownership: Private</p> <p>Modified wording: <u>Table 11.2 Potential sites for retail and other town centre development</u></p> <p><u>Town centre:</u></p> <p><u>Proposal: Supermarket or superstore with associated car parking and stall market.</u> <u>Site: Watling Avenue Car Park, Burnt Oak Town Centre</u> <u>Site area: 1.33 ha</u> <u>Ownership: Barnet Council</u></p> <p><u>Proposal: A mix of retail, business, leisure, community and residential development.</u> <u>Site: Land rear of 98-140 High Street, Chipping Barnet Town Centre</u> <u>Site area: 0.7ha</u> <u>Ownership: Part Barnet Council, part private.</u></p> <p><u>Proposal: Mixed use development comprising retail, business, housing and leisure development.</u> <u>Site: Land at Forumside adjacent to Broadwalk Shopping Centre, Edgware.</u> <u>Site area: 0.4ha</u> <u>Ownership: Private</u></p> <p><u>Proposal: Retail development, possibly as part of a mixed use scheme.</u> <u>Site: 213-227 West Hendon Broadway, West Hendon Town Centre.</u> <u>Site area: 2.4ha</u> <u>Ownership: Barnet Council and private.</u></p> <p><u>Edge - of – centre sites:</u></p> <p><u>Proposal: Mixed-use office, retail and leisure on southern part of the site</u> <u>Site: New Barnet Gas Works, Albert Road, New Barnet</u> <u>Site area:</u> <u>Ownership: British Gas (Second Site)</u></p> <p><u>Brent Cross / Cricklewood:</u></p> <p><u>Proposal: New Town Centre</u> <u>Site: Land north and south of A 406, including the existing shopping centre</u></p>	
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		<p><u>Site area: approximately 35 ha</u> <u>Ownership: Hammersons, Standard Life, Cricklewood Redevelopment Limited, Barnet Council</u></p> <p>Proposal: Mixed use development Site: Belle Vue Cinema, Station Road, Edgware. Site area: 0.2ha Ownership: Private</p> <p>Proposal: Mixed use comprising retail and residential. Site: 1263-1275 High Road, Whetstone, N20. Site area: 0.3ha Ownership: Private</p> <p>Proposal: Mixed use development comprising an arts centre, retail, residential and/or office use. Site: Land bounded by High Road, Kingsway and Nether Street, North Finchley Town Centre. Site area: 0.5ha Ownership: Barnet Council</p> <p>Proposal: Mixed use development Site: Belle Vue Cinema, Station Road, Edgware. Site area: 0.2ha Ownership: Private</p>	
265	11.3.3 Preferred Location for Retail Development	<p>Current wording: New retail development should make a positive contribution to the vitality and viability of the borough’s regional, major, district and local town centres.</p> <p>Modified wording: New retail development should <u>sustain and enhance</u> the vitality and viability of the borough’s <u>(regional)</u>, major, district and local town centres.</p>	In accordance with the Inspector’s recommendation 11.38 (ii).

266	11.3.3	<p>Current wording: The sequential approach applies to both comparison shopping (goods such as fashion and furniture) and to convenience shopping (such as food).</p> <p>Modified wording: The sequential approach applies to both comparison shopping (goods such as fashion and furniture) and to convenience shopping (such as food) and to <u>other major trip generating uses, such as warehouse clubs.</u></p>	In accordance with the Inspector’s recommendation 11.38 (v) and 10.33 in accordance with Council’s Pre-Inquiry Changes
267	11.3.3	<p>Current wording: It is recognised that some types of retailing require large single level stores, such as those selling bulky goods and these are frequently located in out of centre sites. It is, however, possible to sell such goods from a number of small stores within or on the edge of a centre. Therefore, proposals for new retail development should be flexible in terms of their format, design and scale. They should take into account the character of town centres, and examine the re-use of existing buildings. The council will apply this sequential approach to applications to renew existing planning permissions.</p> <p>Modified wording: It is recognised that some types of retailing require large single level stores, such as those selling bulky goods and these are frequently located in out of centre sites. It is, however, possible to sell such goods from a number of small stores within or on the edge of a centre. Therefore, proposals for new retail development should be flexible in terms of their format, design and scale. They should take into account the character of town centres, and examine the re-use of existing buildings</p> <p><u>Retailers and developers should demonstrate flexibility and realism in terms of the format, scale and design of their development, tailoring this to fit local circumstances, and taking into account the possibility of re-using existing buildings. Where a class of goods is capable of being sold from a town centre location, then that is the preferred location for the development. With regard to bulky goods retailing, it rests with retailers and developers to demonstrate that a majority of their goods cannot be sold from a town centre location.</u> The council will apply this sequential approach to applications to renew existing planning permissions.</p>	In accordance with the Inspector’s recommendation 11.38 (vi).
268	11.3.4 Final paragraph	<p>Current wording: The Brent Cross Shopping Centre falls within the council’s Cricklewood/West Hendon Regeneration Area. The council will expect that an extension of Brent Cross and the development of its immediate environs will 1. complement the role of Brent Cross as a type of town centre, and 2. contribute to the balanced regeneration of Cricklewood/West Hendon. The planning policy framework for this area will be set out in separate, detailed guidance and application of the policies in this chapter will be assessed in its light.</p>	In accordance with the Council’s pre-Inquiry Changes

		<p>Modified wording: The Brent Cross Shopping Centre falls within the council's Cricklewood/West Hendon Regeneration Area. The council will expect that an extension of Brent Cross and the development of its immediate environs will 1. complement the role of Brent Cross as a type of town centre, and 2. contribute to the balanced regeneration of Cricklewood/West Hendon. The planning policy framework for this area will be set out in separate, detailed guidance and application of the policies in this chapter will be assessed in its light.—These issues are dealt with in a new Chapter 12 on Cricklewood, West Hendon and Brent Cross</p>	
<p>269</p>	<p>Policy TCR1</p>	<p>Current Wording: Policy TCR1 The preferred locations for development of new retail and other key town centre uses, either through the development of new floorspace or the re-use of existing buildings, are:</p> <ul style="list-style-type: none"> i. first, within the primary and secondary shopping frontages of the major and district town centres and the main shopping areas of the district town centres as defined on the proposals map and at Brent Cross regional shopping centre (primarily for comparison goods); ii. second, on edge of town centre sites; and if no suitable sites or buildings suitable for conversion are available; iii. third, at out of town centre locations that are, or can be made, accessible for a choice of means of transport, or that facilitate linked trips with other retail developments; iv. and lastly, other out of town centre locations. <p>Proposals to be located as edge of centre locations are required to demonstrate the need for additional facilities and that a sequential approach has been applied in selecting the location or site.</p> <p>Modified wording: Policy TCR1 The preferred locations for development of new retail and other key town centre uses, either through the development of new floorspace or the re-use of existing buildings, are:</p> <ul style="list-style-type: none"> i. first, within the main or primary and secondary shopping frontages areas of the major and borough’s district and local town centres and the main shopping areas of the district town centres as defined on the proposals map and at Brent Cross regional shopping centre (primarily for comparison goods); ii. second, in on edge of town centre locations sites; and if not available in these locations no suitable sites or buildings suitable for conversion are available; iii. third, at out of town centre locations that are, or can be made, accessible for a choice of means of transport, <u>in particular public transport</u>, walking and cycling, or that facilitate linked trips with other retail developments. 	<p>In accordance with the Inspector's recommendation 11.38 (vii) as set out in the council's Pre-Inquiry Changes</p>

		<p>iv. and lastly, other out of town centre locations.</p> <p>Proposals to be located as edge of centre locations are required to demonstrate the need for additional facilities and that a sequential approach has been applied in selecting the location or site.</p>	
270	Policy TCR2 (Town centre development sites)	<p>Current wording: Potential sites for retail development in major, district and local town centres are identified in paragraph 11.3.3. The council will give priority to development at these sites as appropriate to the scale and function of the centre.</p> <p>Modified wording: Potential sites for retail development in major, district and local town centres are identified in <u>Table 11.2</u> paragraph 11.3.3. The council will give priority to development at these sites as appropriate to the scale and function of the centre.</p>	In accordance with the Inspector's recommendation 11.41 (i)
271	Paragraph 11.3.5a	<p>Current wording: As stated in PPG 6 and subsequent Ministerial advice, the council has identified a need for new development in town centres and a range of sites are put forward in the UDP that can meet this need.</p> <p>Modified wording: As stated in PPG 6 and subsequent Ministerial advice, <u>PPS 6</u>, the council has identified a need for new development in town centres and a range of sites are put forward in the UDP that <u>contribute towards meeting</u> this need.</p>	In accordance with the Inspector's recommendation 11.41 (ii) and to update text
272	Policy TCR4 (Brent Cross)	<p>Current wording: Policy TCR4 The council will support additional retail development at Brent Cross subject to:</p> <ul style="list-style-type: none"> i. the provision of significantly enhanced public transport improvements; ii. the provision of enhanced pedestrian and cycling links to the surrounding area; iii. significant improvements to the setting and environment of the centre; iv. measures to encourage shoppers and employees to access the centre by means other than by private car; and v. floorspace within the development being primarily used for the sale of comparison goods. <p>Modified wording: Policy TCR4 The council will support additional retail development at Brent Cross subject to:</p> <ul style="list-style-type: none"> i. the provision of significantly enhanced public transport improvements; ii. the provision of enhanced pedestrian and cycling links to the surrounding area; iii. significant improvements to the setting and environment of the centre; 	In accordance with the Inspector's recommendation 11.45

		<p>iv. measures to encourage shoppers and employees to access the centre by means other than by private car; and</p> <p>v. floorspace within the development being primarily used for the sale of comparison goods.</p>	
273	Para 11.3.10	<p>Current wording: 11.3.10 Brent Cross is Barnet’s major retail centre and London’s only regional shopping centre, and as such occupies a unique position both in Barnet and in London’s shopping hierarchy. Its scale in relation to Barnet’s town centres means that its catchment area extends far wider than any of the district and local town centres in Barnet. In addition, Brent Cross is important to the local economy in terms of the employment it provides, and because of its potential role in the regeneration of the surrounding area.</p> <p>Modified Wording: 11.3.10 Brent Cross is Barnet’s major retail centre and London’s only regional shopping centre, and as such occupies a unique position both in Barnet and in London’s shopping hierarchy. Its scale in relation to Barnet’s town centres means that its catchment area extends far wider than any of the district and local town centres in Barnet. In addition, Brent Cross is important to the local economy in terms of the employment it provides, and because of its potential role in the regeneration of the surrounding area.</p>	In accordance with the Inspector’s recommendation 11.45
274	Para 11.3.11	<p>Current wording: 11.3.11 The council also considers that Brent Cross can play an important part in meeting objectives set out in the Corporate Plan. These include creating job opportunities and promoting investment. The council believes the integrated growth and development of Brent Cross is therefore important both for the local community, Barnet, and London as a whole.</p> <p>Modified wording: 11.3.11 The council also considers that Brent Cross can play an important part in meeting objectives set out in the Corporate Plan. These include creating job opportunities and promoting investment. The council believes the integrated growth and development of Brent Cross is therefore important both for the local community, Barnet, and London as a whole.</p>	In accordance with the Inspector’s recommendation 11.45
275	Policy TCR5 (Edge of town centre sites)	<p>Current wording: Policy TCR5 Proposals for retail and other major trip generating development on edge of town centre sites, other than those identified in this UDP on the proposals map, will only be granted planning permission where:</p> <p>i. there is an acknowledged need for the development;</p>	In accordance with the Inspector’s recommendation 11.48

		<p>ii. other town centre or edge of town centre sites including those identified in this UDP on the proposals map, and town centre action plans and planning briefs that have been approved by the council are demonstrably unsuitable as alternatives;</p> <p>iii. the sequential approach set out in policy TCR1 has been applied comprehensively; and</p> <p>iv. they are designed to ensure customers ease of access to other town centre shops, services and facilities, to encourage multi-purpose town centre visits.</p> <p>Modified wording: Proposals for retail <u>including changes of use and extensions</u> and other major trip generating development on edge of town centre sites, other than those identified in this UDP on the proposals map or in Table 11.2 will only be granted planning permission where:</p> <p>i. there is an acknowledged need for the development;</p> <p>ii. other town centre or edge of town centre sites including those identified in this UDP on the proposals map, and town centre action plans and/or planning briefs that have been approved by the council are demonstrably unsuitable as alternatives; and</p> <p>iii. the sequential approach set out in policy TCR1 has been applied comprehensively; and they are designed to ensure customers ease of access to other town centre shops, services and facilities, to encourage multi-purpose town centre visits.</p>	
276	Policy TCR6 (Edge of Centre links to centre)	<p>Current wording: Policy TCR6 Proposals for edge of town centre retail developments must be designed to ensure customer ease of access to other town centre shops, services and facilities, to encourage multi-purpose town centre visits.</p> <p>Modified wording: Policy TCR6 Proposals for edge of town centre retail developments must be designed to ensure customer ease of access to other town centre shops, services and facilities, to encourage multi-purpose town centre visits.</p>	In accordance with the Inspector's recommendation 11.48
277	Paragraph 11.3.15	<p>Current wording: Proposed extensions to existing out of town centre supermarkets and other retailing, leisure, entertainment and office development will be considered against the same policies as proposals for new buildings.</p> <p>Modified wording: Proposed extensions <u>and change of use</u> to existing out of town centre supermarkets and other retailing, leisure, entertainment and office development will be considered against the same policies as proposals for new buildings.</p>	In accordance with the Inspector's recommendation 11.53 (ii)

<p>278</p>	<p>Paragraph 11.3.16</p>	<p>Current wording: Proposals for out of town centre retail development over 2,500 square metres must be accompanied by a retail impact assessment, and will be assessed against their immediate and long term impact on the vitality and viability of existing town centres. This includes the loss of trade from a town centre, reducing its range of services and/or making an increase in the number of vacant units more likely.</p> <p>Modified wording: Add to end of current wording <u>Proposals for out of town centre retail development under 2,500 square metre may require a retail impact assessment. The justification for such an assessment will need to be made on a case by case basis.</u></p>	<p>In accordance with the inspector’s recommendation 11.53 (iii)</p>
<p>279</p>	<p>Policy TCR7 (Out of town centre sites)</p>	<p>Current wording: Policy TCR7 Proposals for retail and other key town centre developments (including changes of use and extensions) will only be granted planning permission where:</p> <ul style="list-style-type: none"> (i) there is an acknowledged need for the development; (ii) the proposal satisfies the sequential approach to site selection; (iii) the proposal would not put at risk or harm public and/or private sector proposals to safeguard the vitality and viability of any nearby town centre; (iv) the proposal would not demonstrably harm the vitality and viability of any nearby town centre; (v) the development would be readily accessible by a choice of means of transport, including public transport, cycle and on foot, and by the disabled, or that such accessibility can be provided; and (vi) the development would facilitate linked trips with existing out of centre developments. <p>Modified wording: Policy TCR7 <u>Proposals for retail key town centre developments (including changes of use and extensions) and other major trip generating on out of town centre sites</u> will only be granted planning permission where:</p> <ul style="list-style-type: none"> (i) There is an acknowledged <u>a demonstrable</u> need for the development; ii. other town centre, edge of town centre or out of town centre sites identified in this UDP, town centre action plans, master plans and/or planning briefs are demonstrably unsuitable as alternatives; and iii. the developer has demonstrated that the development can only be accommodated outside the existing town centres (ii) <u>The proposal satisfies the sequential approach to site selection;</u> (iii) <u>The proposal would not put at risk or harm public and/or private sector proposals to safeguard the vitality and viability of any nearby town centre;</u> 	<p>In accordance with the Inspector’s recommendation 11.53, as set out in Council’s Pre-Inquiry Changes</p>

		<p>(iv) <u>The proposal would not demonstrably harm the vitality and viability of any nearby town centre;</u></p> <p>(v) <u>The development would be readily accessible by a choice of means of transport, including public transport, cycle, and on foot, and by the disabled, or that such accessibility can be provided; and</u></p> <p>(vi) <u>The development would facilitate linked trips with existing out of centre developments.</u></p>	
280	Policy TCR8 (Impact of out of town centre developments)	<p>Current wording: Policy TCR8</p> <p>i. Proposals for retail development on out of town centre sites other than those identified in this UDP will not be granted planning permission where, individually or cumulatively with other proposals or permissions:</p> <p>ii. the proposal(s) would put at risk or harm public and/or private sector proposals to safeguard the vitality and viability of any nearby town centre; or</p> <p>iii. the proposal(s) would result in harm to the vitality and viability of any nearby town centre.</p> <p>Modified wording: Policy TCR8 Proposals for retail development on out of town centre sites other than those identified in this UDP will not be granted planning permission where, individually or cumulatively with other proposals or permissions:</p> <p>i. the proposal(s) would put at risk or harm public and/or private sector proposals to safeguard the vitality and viability of any nearby town centre; or</p> <p>ii. the proposal(s) would result in harm to the vitality and viability of any nearby town centre.</p>	In accordance with the inspector’s recommendation 11.55
281	Policy TCR9 (Transport and out of town centre developments)	<p>Current wording: Policy TCR9</p> <p>Proposals for retail development on out of town centre sites will only be granted planning permission where:</p> <p>i. the development would be readily accessible by a choice of means of transport; and/or</p> <p>ii. public transport comes into or directly passes the development site, or is sufficiently frequent, reliable or convenient, thereby prioritising access by public transport from a wide catchment area; and /or</p> <p>iii. the development would not generate an unacceptable increase in the need to travel; and/or the development would facilitate linked trips with existing out of town centre developments.</p> <p>Modified wording: Policy TCR9 Proposals for retail development on out of town centre sites will only be granted planning permission where:</p> <p>iv. the development would be readily accessible by a choice of means of transport; and/or</p>	In accordance with the inspector’s recommendation 11.57

		<p>v. public transport comes into or directly passes the development site, or is sufficiently frequent, reliable or convenient, thereby prioritising access by public transport from a wide catchment area; and /or vi. the development would not generate an unacceptable increase in the need to travel; and/or the development would facilitate linked trips with existing out of town centre developments.</p>	
282	Para 11.4.2	<p>Current wording: 11.4.2 The council will undertake periodic shopping surveys in each of the defined town centres to determine the balance of use classes. In calculating the proportion of retail and non-retail uses, vacant properties will be included within the retail use category, irrespective of their most recent use. This is in order to avoid unnecessary disagreement between the council and developers: change of use from Class A2 (Financial and Professional Services) and Class A3 (Food and Drink) to Class A1 is permitted development and most vacant town centre properties will therefore benefit from an assumed Class A1 use</p> <p>Modified wording: 11.4.2 The council will undertake periodic shopping surveys in each of the defined town centres to determine the balance of use classes. In calculating the proportion of retail and non-retail uses, vacant properties will be included within the retail use category, irrespective of their most recent use. This is in order to avoid unnecessary disagreement between the council and developers: change of use from Class A2 (Financial and Professional Services) and Class A3 (Food and Drink) <u>Class A5 (Hot Food Takeaways), through classes A4 (Drinking Establishments), A3 (Restaurants and Cafes), A2 (Financial and Professional Services)</u> to Class A1 is permitted development and most vacant town centre properties will therefore benefit from an assumed Class A1 use</p>	To update in light of amendments to the 1987 Use Classes Order
283	Para 11.4.3	<p>Current wording: 11.4.3 The council acknowledges that during the lifetime of the UDP there may be times when changes in retail conditions result in a high proportion of vacant retail units in a town centre. In such circumstances, the council considers that non-retail use would be preferable to the retention of a high proportion of vacant units.</p> <p>Modified wording: The council acknowledges that during the lifetime of the UDP there may be times when changes in retail conditions result in a high proportion of vacant retail units in a town centre. In such circumstances, the council considers that non-retail uses <u>other uses appropriate to the towncentre</u> would be preferable to the retention of a high proportion of vacant units.</p>	In accordance with the inspector’s recommendation 11.62 (ii) as set out in the council’s Pre-Inquiry Changes

<p>284</p>	<p>Para 11.4.4</p>	<p>Current wording: 11.4.4 Primary and secondary shopping frontages have been identified for some of the borough’s district town centres as outlined in PPG6 (Annex A). These frontages seek to retain the core of retail activity at the heart of these town centres, to ensure that:</p> <ul style="list-style-type: none"> i. there is a focus for shopping activity to provide maximum convenience for customers; ii. multi-purpose single trips by customers are encouraged; iii. the key retail uses that underpin the vitality and viability of the town centre are not dispersed throughout the larger centres; and iv. non-retail uses and activities considered appropriate for town centre locations are concentrated in identified secondary areas or edge of centre locations. <p>Primary, secondary and main shopping areas frontages are listed in Table 11.3 and marked on the Proposals Map. Secondary shopping frontages, and main shopping areas (where primary frontage have not been identified) are defined in supplementary planning guidance (SPG) ‘Retail Frontages in District and Local Town Centres in Barnet’.</p> <p>Modified wording: Primary and secondary frontages have been identified for some of the borough’s district town centres as outlined in PPG6 PPS6 (Annex A). These frontages seek to retain the core of retail activity at the heart of these town centres, to ensure that:</p> <ul style="list-style-type: none"> i. there is a focus for shopping activity to provide maximum convenience for customers; ii. multi-purpose single trips by customers are encouraged; iii. the key retail uses that underpin the vitality and viability of the town centre are not dispersed throughout the larger centres; and iv. non-retail uses and activities considered appropriate for town centre locations are concentrated in identified secondary areas or edge of centre locations. <p>Primary secondary and main shopping areas are listed in Table 11.3 and marked on the Proposals Map. Secondary shopping frontages, and main shopping areas (where primary frontage have not been identified) are defined in supplementary planning guidance (SPG) ‘Retail Frontages in District and Local Town Centres in Barnet’.</p>	<p>In accordance with the inspector’s recommendation 11.62 (i)</p>
<p>285</p>	<p>Policy TCR10 (Protection of Retail A1 uses in Primary Retail Frontages)</p>	<p>Current wording: Policy TCR10 Within primary retail frontages (as defined in SPG, and shown on the Proposals Map), changes of use at ground floor level from use class A1 (Shops) to other uses will not be permitted if the town centre’s vitality and viability will be harmed, or where:</p> <ul style="list-style-type: none"> i. the combined proportion of class A1 uses and vacant units would fall below 75%; or ii. the proposed use would result in three or more adjacent non-retail uses; or 	<p>To update in light of amendments to the 1987 Use Classes Order</p>

		<p>iii the number, frontage lengths and distribution of non-A1 uses would result in an over concentration of uses detracting from its established retail character; or</p> <p>iv the proposed use does not fall within use class A2 (Financial & Professional) or class A3 (Food & Drink).</p> <p>Modified wording:</p> <p>iv the proposed use does not fall within use class A2 (Financial & Professional), or class A3 (Food & Drink) <u>class A3 (Restaurants and Cafes), class A4 (Drinking Establishments) or class A5 (Hot food takeaways).</u></p>	
286	Policy TCR11 (Protection of Retail A1 Uses in Secondary and Main Retail Frontages)	<p>Current wording:</p> <p>TCR11 Within secondary retail frontages and main shopping areas (as defined in SPG), changes of use at ground floor level from use class A1 (Shops) to other uses will not be permitted if this would harm the town centre’s vitality and viability, or where:</p> <p>i. the combined proportion of class A1 uses and vacant units would fall below 65% (or below 55%, if the proportion of vacant units is above 15%); or</p> <p>ii. the proposed use would generate insufficient morning and afternoon pedestrian activity and lead to the creation of an area of inactivity in the shopping frontage; or</p> <p>iii. the number, frontage lengths and distribution of non-A1 uses would result in an over-concentration of such uses that would detract from its established retail character; or</p> <p>iv. the proposed use would not fall within use class A2 (Financial and Professional Services) or use class A3 (Food and Drink) or other use appropriate to the town centre location; or</p> <p>v. there is a known demand for such properties for use class A1 uses; or</p> <p>vi. there is insufficient evidence to show that the property has been marketed effectively for continued class A1 use</p> <p>Modified wording:</p> <p>iv. the proposed use would not fall within use class A2 (Financial and Professional Services) or use class A3 (Food and Drink) <u>class A3 (Restaurants and Cafes), class A4 (Drinking Establishments), class A5 (Hot Food Takeaways)</u> or other uses appropriate to the town centre location; or.....</p>	To update in light of amendments to the 1987 Use Classes Order
287	Table 11.3 Primary Retail Frontages shown on proposals map	<p>Current wording:</p> <p>Bell Lane 61-131 (odd)</p> <p>Modified wording:</p> <p>Bell Lane 61 – 131 (odd) Brent Street 61 – 131 (odd)</p>	To update text

<p>288</p>	<p>Table 11.3 Primary Retail Frontages shown on proposals map</p>	<p>Current wording: None</p> <p>Modified wording: Include the following in the table: <u>Town centre – Colindale, The Hyde:</u> <u>Primary Retail Frontage:</u> <u>Colin Parade 1 – 9 (all)</u> <u>Colin Parade 2a, 10a, 10b</u> <u>Sheaveshill Parade 1 –13(all), 12a</u></p> <p><u>Town centre – Cricklewood</u> <u>Primary Retail Frontage:</u> <u>Cricklewood Broadway 114 – 140 (even)</u> <u>Cricklewood Broadway 152 – 192 (even)</u> <u>Cricklewood Lane 1 – 13 (odd) , 1a</u> <u>Cricklewood Lane 2b, 2c, 10a, 12a</u> <u>Cricklewood Lane 2- 20 (even)</u></p>	<p>In accordance with the inspector’s recommendation 11.62 (iii)</p>
<p>289</p>	<p>Proposals map</p>	<p>Current wording: Principal Retail Frontage</p> <p>Modified wording: Principal <u>Primary</u> Retail Frontage</p>	<p>In accordance with the inspector’s recommendation 11.62 (iv)</p>
<p>290</p>	<p>Paragraph 11.4.6</p>	<p>Current wording: 11.4.6 PPG6 advised that a local planning authority should encourage diversified and complementary uses in town centres that, during the day and evening support each other to provide a more attractive environment for users. While the A1 retail use class itself accommodates a diverse range of uses, non-retail uses can also contribute to the diversity of a town centre, thereby contributing to its vitality and viability. Therefore, within the parameters of policies TCR10 and TCR11, a diverse range of uses are encouraged within town centres. In particular, service retail uses (class A2 and A3), hotels, leisure, entertainment and office uses (on upper floors) are appropriate. Town centres are also suitable locations for community services, such as doctors and dentists, and residential units.</p> <p>Modified wording: 11.4.6</p>	<p>To update in light of changes to national planning guidance and amendments to the 1987 Use Classes Order</p>

		<p>PPG6 advised that a local planning authority <u>PPS6 advises that local planning authorities</u> should encourage diversified and complementary uses in town centres that, during the day and evening support each other to provide a more attractive environment for users. While the A1 retail use class itself accommodates a diverse range of uses, non-retail uses can also contribute to the diversity of a town centre, thereby contributing to its vitality and viability. Therefore, within the parameters of policies TCR10 and TCR11, a diverse range of uses are encouraged within town centres. In particular, service retail uses (class A2 and A3), <u>(classes A2, A3, A4 and A5)</u>, hotels, leisure, entertainment and office uses (on upper floors) are appropriate. Town centres are also suitable locations for community services, such as doctors and dentists, and residential units</p>	
291	Policy TCR12 (Evening uses in town centres)	<p>Current wording: Policy TCR12 Proposals for Food and Drink (use class A3), Offices (use classes A2 and B1), Hotels (C1), Leisure and Entertainment (use class D1) and other community and evening uses will be encouraged in larger town centres where they:</p> <ol style="list-style-type: none"> i. comply with Policies TCR10 and TCR11; ii. sustain or enhance the range or quality of facilities and the vitality and viability of these centres; iii. will be in keeping with the scale and character of the surrounding area; iv. will be highly accessible by public transport, cycling or walking; v. should not adversely impact on bus operators, and vi. will not have a demonstrably harmful impact on the amenities of the occupiers of nearby residential properties <p>Modified wording: Policy TCR12 Proposals for <u>Hot Food Takeaways (use class A5), Drinking Establishments (use class A4), Restaurants and Cafes (use class A3)</u>, Offices (use classes A2 and B1), Hotels (C1), Leisure and Entertainment (use class D1) and other community and evening uses will be encouraged in larger town centres where they:</p> <ol style="list-style-type: none"> i. comply with Policies TCR10 and TCR11; ii. sustain or enhance the range or quality of facilities and the vitality and viability of these centres; v. will be in keeping with the scale and character of the surrounding area; iv. will be easily highly accessible by public transport, cycling or walking; and v. should not adversely impact on bus operators, and vi. will not have a demonstrably harmful impact on the amenities of the occupiers of nearby residential properties <u>will not adversely affect the living conditions of nearby residents.</u> 	In accordance with the inspector’s recommendation 11.70 (i) and 11.70 (ii) and update in light of amendments to 1987 Use Classes Order
292	Paragraph 11.4.10 (title)	<p>Current wording: Mini-cab Firms</p>	In accordance with the inspector’s

		<p>Modified wording: Mini-Cab Firms <u>Private Hire Vehicles (PHVs) – Commonly Known as Mini-Cabs</u></p>	<p>recommendation 11.76 as set out in the Pre-Inquiry Changes</p>
293	Paragraph 11.4.10	<p>Current wording: The council recognises that mini-cabs perform a valuable role as they can reduce the need for car parking space, provide ready access to public transport facilities and reduce the need for people to travel by private car. However, the operation of mini-cab businesses can cause traffic congestion and loss of residential amenity in the locality of mini-cab offices. Therefore, the council will resist proposals to locate mini-cab offices in the main and primary shopping areas of town centres, close to residential properties, or in areas with existing traffic congestion problems.</p> <p>Modified wording: The council recognises that <u>licensed</u> mini-cabs (<u>PHVs</u>) perform a valuable role as they can reduce the need for car parking space, provide ready access to public transport facilities and reduce the need for people to travel by private car.....</p>	<p>In accordance with the inspector’s recommendation 11.76 as set out in the Pre-Inquiry Changes</p>
294	Policy TCR14 (Mini-Cab Firms)	<p>Current wording: Policy TCR14 Proposals for mini-cab offices will be permitted at transport interchanges, or adjacent to the main and primary retail frontages. In these locations, the council will permit proposals for mini-cab offices where all of the following criteria are met:-</p> <ul style="list-style-type: none"> i. they will not cause undue harm to residential amenity; ii. they will not generate an unacceptable increase in traffic, or on-street parking; iii. they will not prejudice highway safety; and v. they will not disrupt the free flow of buses, cyclists, and pedestrians. <p>Modified wording: Policy TCR14 Proposals for <u>licensed</u> mini-cab (<u>PHV</u>) offices will be permitted at transport interchanges, or adjacent to the main and primary retail frontages. In these locations, the council will permit proposals for mini-cab offices where all of the following criteria are met:-</p> <ul style="list-style-type: none"> i. they will not cause undue harm to residential amenity; ii. they will not generate an unacceptable increase in traffic, or on-street parking; iii. they will not prejudice highway safety; and iv. they will not disrupt the free flow of buses, cyclists, <u>road traffic</u> and pedestrians. 	<p>In accordance with the inspector’s recommendation 11.76 as set out in the Pre-Inquiry Changes</p>
295	Policy TCR17	<p>Current wording:</p>	<p>To update in light of</p>

	<p>(Special Policy Area – North Finchley)</p>	<p>Policy TCR17 As an exception to Policies TCR10 and TCR11, the council will encourage proposals for class A3 uses (Food and Drink) and class D2 uses (Assembly and Leisure) on ground floor premises on Nether Street (between its junctions with Ballards Lane and High Road) and Ballards Lane (between its junctions with Kingsway and High Road), in North Finchley, such proposals will only be approved where they:</p> <ul style="list-style-type: none"> i. do not unduly harm the amenities of nearby residential occupiers; ii. provide a positive contribution to the vitality and viability of the town centre during both day time and evening throughout the week; and iii would not worsen on-street parking conditions in the locality. <p>Modified wording: Policy TCR17 As an exception to Policies TCR10 and TCR11, the council will encourage proposals for class A3 uses (Food and Drink) <u>class A5 (Hot Food Takeways), class A4 (Drinking Establishments), class A3 (Restaurants and Cafes)</u> and class D2 uses (Assembly and Leisure) on ground floor premises on Nether Street (between its junctions with Ballards Lane and High Road) and Ballards Lane (between its junctions with Kingsway and High Road), in North Finchley, such proposals will only be approved where they:.....</p>	<p>amendments to the 1987 Use Classes Order</p>
<p>296</p>	<p>Policy TCR19 (Neigh’hood centres and isolated shops)</p>	<p>Current wording: TCR19 In neighbourhood centres, free standing shopping parades and isolated shops, the change of use from a shop (Class A1) to another use will be strongly resisted unless:</p> <ul style="list-style-type: none"> i. it can be demonstrated that there will be no significant diminution of local shopping facilities as a result; ii. it can be demonstrated that alternative shopping facilities similarly accessible by walking, cycling or public transport exist to meet the needs of the area; <u>iii.</u> the proposed use is within use class A2 or A3, or meets an identified local need; and <u>iv.</u> it can be demonstrated that there is no known demand for continued A1 use and that the site has been marketed effectively for such use. <p>The council will encourage proposals for new retail development that meets the needs of the local community.</p> <p>Modified wording: TCR19 In neighbourhood centres, free standing shopping parades and isolated shops, the change of use from a shop (Class A1) to another use will be strongly resisted unless:</p> <ul style="list-style-type: none"> i. it can be demonstrated that there will be no significant diminution of local shopping facilities as a result; 	<p>In accordance with the inspector’s recommendation 11.82 (i) and (ii) and update in light of amendments to 1987 Use Classes Order</p>

		<p>ii. it can be demonstrated that alternative shopping facilities similarly accessible by walking, cycling or public transport exist to meet the needs of the area;</p> <p>iii. the proposed use is within use class A2, A3, <u>A4, A5</u> or meets an identified local need; and</p> <p>iv. it can be demonstrated that there is no known demand for continued A1 use and that the site has been marketed effectively for such use.</p> <p>The council will encourage proposals for new retail <u>or other</u> development that meets the needs of the local community.</p>	
297	Paragraph 11.4.16	<p>Current wording: 11.4.16 There are a number of neighbourhood shopping centres in the borough, including those at Golders Green Road, Hampden Square, Holders Hill Circus, Underhill, Colney Hatch Lane, Apex Corner, Hale Lane, Deansbrook Road, New Southgate and Grahame Park. Such shops have significant economic and social functions. They offer a particularly important and convenient service for those who are less mobile, especially the elderly and disabled people, families with small children and those without access to a car. Where a change of use is acceptable, use classes A2 and A3 will normally be preferable to other uses because of the services such uses provide to the general public. One of the ways to address the problems of a lack of services put forward by the government's Social Exclusion Unit is to bring shops back to deprived areas. Reference should be made to policy CS1 in the Community Services chapter which encourages the provision of community and religious facilities in the borough</p> <p>Modified wording: 11.4.16Where a change of use is acceptable, use classes A2, and A3, <u>A4 and A5</u> will normally be preferable to other uses because of the services such uses provide to the general public.....</p>	To update in light of amendments to 1987 Use Classes Order
298	New paragraph after 11.4.16	<p>Current wording: None</p> <p>Modified wording: New paragraph to be added after 11.4.16: <u>11.4.16a</u> <u>In the case of a proposed residential use of a shop in a neighbourhood centre the unit would have to be actively marketed for at least 18 months prior to the application being made, have no interest expressed in a retail or similar use and have an acceptable standard of amenity for such a change to be permitted. In these cases point iii) of TCR19 would not apply. This will contribute towards housing supply as quantified in policy GH1."</u></p>	In accordance with the inspector’s recommendation 11.82 (iv)

CHAPTER 12: IMPLEMENTATION

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
	Note:	Circular 01/97 is in the process of being updated.	
299	Para 12.3.8a Supplementary Planning Documents	<p>New Wording : <u>The Council will produce a series of Supplementary Planning Documents that set out a clear and consistent framework for securing planning contributions from development. Barnet’s Local Development Scheme sets out the production timetable for the following SPDs –</u></p> <ul style="list-style-type: none"> • <u>Planning Contributions from Development</u> • <u>Contributions to Life-Long Learning from Development</u> • <u>Affordable Housing</u> • <u>Contributions to Culture, Recreation and Open Spaces from Development</u> • <u>Contributions to Transport and Infrastructure from Development</u> • <u>Contributions to Health Facilities from Development</u> <p><u>All SPDs which seek contributions from development will be in accordance with the Planning Contributions from Development SPD.</u></p>	Update text

SCHEDULE OF PROPOSALS AND TRANSPORT ROUTE SCHEMES

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
300	Site h1 – Arkley Reservoir Rowley Green Road (Proposals Column)	Current wording: Residential Modified wording: Residential Residential development to take place on the paddock area of the site only	In accordance with Inspector’s recommendation 14.5 (i)
301	Site h1 – (Notes Column)	Current wording: Will become vacant during the lifetime of the plan. Sensitivity is needed to the site characteristics including the large area of flat open space within site adjacent to the green belt Modified wording: Will become vacant during the lifetime of the Plan. Sensitivity is needed to the site characteristics including the large area of flat open space within site adjacent to the green belt <u>The development will be the subject of a planning brief, which will include details of the structural landscaping and the extent of any affordable housing required.</u>	In accordance with Inspector’s recommendation 14.5 (ii)
302	Site 2 – Barnet FC, Underhill (Proposals Column)	Current wording: If appropriate a planning brief will be prepared. Redevelopment for new football stadium Modified wording: If appropriate a planning brief will be prepared. Redevelopment for new football stadium <u>Partial redevelopment of existing stadium area</u>	In accordance with Inspector’s recommendation 14.7
303	Site 2 – Barnet FC, Underhill (Notes Column)	Current wording: None Modified wording: <u>Any redevelopment proposal will be assessed against the relevant Green-Belt polices</u>	To update text
304	Site h4 – Boosey & Hawkes Factory, Burnt	Deleted from Schedule	Site is being redeveloped (Inspector made no recommendation)

	Oak Broadway		recommendation 14.9)
305	Site h5 – North London Business Park Brunswick Park Road & Denham Road Site (Notes Column)	Current wording: Planning brief approved 1989 Modified wording: <u>A new planning brief is being prepared</u>	To update text (Inspector made no recommendation 14.11)
306	Site h6 – Cricklewood and West Hendon Regeneration Area	Deleted from Schedule	In accordance with Inspector’s recommendation 14.13. Regeneration area boundary should be represented on the Proposals Map.
307	Site h8 – Millet House, The Hyde – Site Name	Current wording: Millet House Modified wording: Millet House <u>Green Point</u>	NOT in accordance with Inspector’s recommendation 14.16. Modification necessary due to name change
308	Site 9 – BT Depot and Jewsons Building, The Hyde (Proposals Column)	Current wording: Starter/small business accommodation Modified wording: Starter/small business accommodation <u>or other uses appropriate for an out-of-centre location</u>	In accordance with Inspector’s recommendation 14.19, modified as set-out in the council’s pre-Inquiry changes
309	Site h10 – New Barnet Gas Works, Albert Road (Notes Column)	Current wording: Planning brief approved March 2000 Modified wording: Add:	In accordance with Inspector’s recommendation 14.22

		<u>This is an edge of town centre location</u>	
310	Site h12 – Convent of the Good Shepherd, East End Road, N2 (Proposals Column)	Current wording: Hotel/Hostels, residential non-residential institution, business Modified wording: Hotel/Hostels, residential non-residential institution, business <u>Residential or non-residential institution</u>	In accordance with Inspector’s recommendation 14.27
311	Site h13 – National Hospital for Neurology	Deleted from Schedule	NOT in accordance with Inspector’s recommendation 14.30 as the site has been deleted from the schedule as it is being prepared for redevelopment.
312	Site h14 – Scratchwood Local Nature Reserve (Notes Column)	Current wording: None Modified wording: <u>Any development proposal will be assessed against the relevant Green Belt policies</u>	In accordance with Inspector’s recommendation 14.32 and 5.12 (i) as set out in the council’s Pre-inquiry Changes
313	Site h19 – Land above and to north of entrance to New Southgate Station (Proposals column)	Current wording: Mixed use ‘Air Rights’ Scheme with A1 foodstore Modified wording: Mixed-use ‘Air Rights’ scheme with A1 foodstore <u>(floorspace subject to retail assessment)</u>	In accordance with Inspector’s recommendation 14.38 (i) as set out in the council’s Pre-Inquiry Changes
314	Site h19 – Land above and to north of entrance to New Southgate Station	Current wording: None Modified wording:	In accordance with Inspector’s recommendation 14.38(ii) as set out in the council’s Pre-Inquiry Changes

	Station (Notes column)	<u>The redevelopment of the station will be co-ordinated with the London Borough of Enfield.</u>	Inquiry Changes
315	Site h19 – Land above and to north of entrance to New Southgate Station (Proposals Map)	Modification to Proposals Map: The section of New Southgate Station that falls within the London Borough of Enfield will be deleted from the proposals map	In accordance with Inspector’s recommendation 14.38(iii) as set out in the council’s pre-inquiry Changes
316	Site 20 – Ivy House	Deleted from Schedule	In accordance with Inspector’s recommendation 14.41 as set out in the council’s pre-Inquiry Changes
317	Site h22 – Golders Green Bus & Underground Station (Proposals Column)	Current wording: Integrated transport interchange with development potential for mixed-use retail, business, residential and small-scale leisure. Modified wording: Integrated transport interchange with development potential for mixed-use retail, business, residential and small-scale leisure. <u>Integrated transport interchange incorporating mixed retail, A3, A4, A5 and small-scale business uses.</u>	In accordance with Inspector’s recommendation 14.48, as set-out in the council’s Pre-Inquiry Changes, and updated to reflect amendments to 1987 Use Classes Order.
318	Site h22 – Golders Green Bus & Underground Station (Area / ha Column)	Current wording: 5.4ha Modified wording: 5.4ha <u>1.7ha</u>	In accordance with Inspector’s recommendation 14.48, as set-out in the council’s Pre-Inquiry Changes
319	Site h23 – Potters Lane Reservoir	Deleted from Schedule	In accordance with Inspector’s recommendation 14.50
320	Sit h30 –	Deleted from Schedule	In accordance with

	Damascus House		Inspector’s recommendation 14.62
321	Site 31 – Brent Cross Regional Shopping Centre	<p>Current wording: Delete existing entry from schedule and replace with following:</p> <p>Modified wording: <i>Site Name:</i> <u>Brent Cross New Town Centre</u> <i>Area:</i> <u>Approximately 35ha</u> <i>Current use:</i> <u>north of North Circular Road : Regional Shopping Centre; Land south of North Circular: Mix of retail and industrial uses</u> <i>Ownership:</i> <u>Hammersons, Standard Life, Castlemore, Cricklewood Regeneration Limited, London Borough of Barnet.</u> <i>Proposals:</i> <u>New Town Centre, comprising a mix of appropriate uses, improved public transport and pedestrian access, landscaping and diversion of River Brent.</u> <i>Key Chapters:</i> <u>Cricklewood, Brent Cross and West Hendon</u></p>	In accordance with Inspector’s recommendation 14.64 (i) (ii)
322	Site h36 – Finchley Territorial Army Centre	Deleted from Schedule	In accordance with Inspector’s recommendation 14.68
323	New Proposal Site 39	<p>Current wording: None</p> <p>Modified wording: <i>Site name:</i> New Waste Transfer Station, Cricklewood <i>Area:</i></p> <p><i>Current use:</i> Commercial <i>Ownership:</i></p>	To update

		<p><i>Proposal:</i> Waste Handling facility <i>Key Chapters:</i> Cricklewood, Brent Cross and West Hendon Regeneration Area Chapter</p>	
324	New proposal Site 38	<p>Current wording: None</p> <p>Modified wording: <i>Site name:</i> New Railway Station, Cricklewood <i>Area:</i> <i>Current use:</i> Railway land <i>Ownership:</i></p> <p><i>Proposal:</i> Railway station and public transport interchange <i>Key Chapters</i> Cricklewood, Brent Cross and West Hendon Regeneration Area Chapter</p>	To update
325	New proposal Site 37	<p>Current wording: None</p> <p>Modified wording: <i>Site name:</i> Cricklewood Eastern Lands <i>Area:</i></p> <p><i>Current use:</i> Mixed residential, retail, education and open space. <i>Ownership:</i> Various <i>Proposal:</i> Mixed-use including residential, office, leisure, local and neighbourhood shops, education, community uses and open space. <i>Key chapters:</i> Cricklewood, Brent Cross and West Hendon Regeneration Area Chapter</p>	To update

SCHEDULE OF OUTSTANDING PLANNING PERMISSIONS

MOD REF	SITE OR SECTION	MODIFICATION	REASON FOR MODIFICATION
326	Site 1 -Former Camden Playing fields	Deleted from Schedule	Implemented
327	Site 2 – Sobek House & adj. building	Deleted from Schedule	Implemented
328	Site 3 – Former Kidstop premises	Deleted from Schedule	Implemented
329	Site 4 – Newspaper Library	Deleted from Schedule	Implemented
330	Site 5 –Hale House	Deleted from Schedule	Implemented
331	Site 6 – Royal Air Force Museum	Deleted from Schedule	Implemented
332	Site 7 – RAF East Camp	Redevelopment of site comprising 2800 residential units (Class C3), approximately 7850sqm of retail (Class A1), financial and professional services (Class A2), food and drink (Class A3), business (Class B1), leisure and community (Class D1 and D2) uses and driving test centre (sui generis) with associated landscaped open space, car parking and access arrangements. Submission of Environmental Statement. Outline permission W00198AA/04	To update schedule In accordance with Inspector's recommendation 14.70
333	Site 8 – 15 to 23 Victoria Road	Deleted from Schedule	Implemented
334	Site 9 –Edgware Hospital	Deleted from Schedule	Implemented
335	Site 10 – Former Milk Depot HA8	Deleted from Schedule	Implemented
336	Site 11 – London Gateway ServicesM1	Deleted from Schedule	Implemented
337	Site h12 – 101 Hendon Lane N3	Deleted from Schedule	Implemented
338			
339	Site h13 – Surrey Court	Deleted from Schedule	Implemented
340	Site h15 – Manor House Hospital	Deleted from Schedule	Implemented
341	Site 16 – King Alfred School	Current wording: The erection of a part one, part two storey building with basement for educational use Origin: full planning permission C00137AC dated 10/11/1997	To update schedule

		<p>Modified wording: Delete current wording and replace with <u>Renewal of planning permission ref: C00137AC to erect a part one, part two storey building with basement for educational use. Full planning permission C00137AL/02, dated 12/02/2003</u></p>	
342	Site h17 – Land at Claremont and Somerton Roads	Deleted from Schedule	Implemented
345	Site 18 – 34 to 36 Station Road EN5	Deleted from Schedule	Implemented
346	Site 19 – 140 Gt. North Way	Deleted from Schedule	Implemented
347	Site 20 – MRC Collaborative Centre, Burtonhole Lane	Deleted from Schedule	To update schedule – permission lapsed
348	Site h21 - Mill Hill Gasworks Bittacy Hill	Deleted from Schedule	Implemented
349	Site h22- Inglis Barracks Bittacy Hill	Outline permission W01708X	To update Schedule
350	Site h23 – Former Gaumont Cinema N12	Deleted from Schedule	Implemented. In accordance with Inspector’s recommendation 6.28(i) Arts Depot built on the site is now operational
351	Site 24 -The Pentland Centre N3	Deleted from Schedule	Implemented
352	Site 25 – 401 to 405 Nether Street	<p>Current wording: Renewal of planning permission C01535AD dated 25/2/1992 for 6 storey office building with underground parking.</p> <p>Modified wording: Delete current wording and replace with <u>Demolition of existing building and erection of nine storey building comprising B1 office use at ground floor level and 24 no. residential units on the upper floors plus basement and sub-basement parking for</u></p>	To update Schedule

		<u>37 no. cars</u>	
353	Site h26 – Land r/o 12 –20 Holden Road	Deleted from Schedule	Implemented
354	Site 27 – 1263 to 1275 High Road Whetstone N20	Deleted from Schedule	Implemented
355	Site 28 – Former ABC Cinema site, Central Circus NW4	Deleted from Schedule	Implemented
356	Site h29 – Northgate Clinic, Northgate Drive Goldsmith Avenue NW9	Deleted from Schedule	Implemented
357	Site 30 - Woodhouse College, Woodhouse Road, N12	Deleted from Schedule	Implemented

CHAPTER 13 CRICKLEWOOD, WEST HENDON AND BRENT CROSS REGENERATION AREA PROPOSED MODIFICATIONS

MOD REF	SECTION	MODIFICATION	REASON FOR MODIFICATION
358	TITLE	<p>Current wording: Revised Draft, Cricklewood, West Hendon and Brent Cross Regeneration Area</p> <p>Modified wording: Cricklewood, <u>Brent Cross</u> and <u>West Hendon</u> Regeneration Area.</p>	To update text
359	Paragraph 13.1.2	<p>Current wording: 13.1.2 To this end, the council has formed a partnership with the major landowners and with the local communities and stakeholders to identify the right balance of proposals in this area.</p> <p>Modified wording: 13.1.2 To this end the council has formed a partnership with <u>some of</u> the major landowners and with <u>some of</u> the local communities and stakeholders to identify the right balance of proposals in this area. <u>The Council will continue to identify these groups, and to work with them, over the lifetime of the regeneration of the area.</u></p>	In accordance with Council’s Pre Inquiry Change approved by Council 13 January 2004
360	Paragraph 13.1.3	<p>Current wording: 13.1.3 The policies of the UDP provide the planning context for deciding any planning applications and, along with the council’s approved supplementary planning guidance for Cricklewood and West Hendon will create the basis of a development framework that will guide the area’s regeneration. Once the draft UDP is adopted the Council will withdraw the supplementary planning guidance.</p> <p>Modified wording: 13.1.3 The policies of the UDP, <u>supplemented by the adopted Development Framework</u>, provide the planning context for deciding any planning applications. <u>Subsequent additions to the Development Framework (including the Eastern Lands) will be subject of public consultation before being adopted by the council. and, along with the council’s approved supplementary planning guidance for Cricklewood and West Hendon will create the basis of a development framework that will guide the area’s regeneration. Once the draft UDP is adopted the Council will withdraw the supplementary planning guidance.</u></p>	In accordance with the Inspector’s Recommendation 13.19 (i) and to update text

<p>361</p>	<p>Paragraph 13.1.4</p>	<p>Current wording:</p> <p>The Government’s Planning Policy Guidance notes and Urban White Paper encourage the better use of underused and previously developed land, especially when accessible by a means of transport other than the car. The White Paper stresses the need to create an urban renaissance through ensuring that cities offer the attractive social, economic and environmental qualities that people expect. PPG 13, the Transport White Paper, the Ten Year Transport Plan and Sustainable Distribution documents aim to reduce the need for car usage, setting challenging targets for passenger and freight growth and seeking to transfer freight from road to rail. There should be an emphasis on mixed use development which enables people to reduce the need to travel between jobs, home, shopping and leisure activities.</p> <p>New development should be of a high standard, making use of existing character, ensuring that open space, footpath and cycle networks help to create a sense of place, and building to high standards of resource conservation and design.</p> <p>Modified wording: 13.1.4</p> <p>The Government’s planning policy guidance notes and Urban White Paper encourage the better use of underused and previously developed land, especially when accessible by a means of transport other than the car. The White Paper stresses the need to create an urban renaissance through ensuring that cities offer the attractive social, economic and environmental qualities that people expect. PPG 13, the Transport White Paper, the Ten Year Transport Plan and Sustainable Distribution documents aim to reduce the need for car usage, setting challenging targets for passenger and freight growth and seeking to transfer freight from road to rail. <u>The Government’s Sustainable Communities strategy aims to accommodate growth in South England that supports the national economy and pursues the highest standards of sustainable design and construction.</u> There should be an emphasis on mixed use development which enables people to reduce the need to travel between jobs, home, shopping and leisure activities. New development should be of a high <u>the highest</u> standard, making use of existing character, ensuring that open space, footpath and cycle networks help to create a sense of place, and building to high <u>the highest</u> standards of resource conservation and design.</p>	<p>In accordance with Council’s Pre Inquiry Change approved by Council 13 January 2004</p>
<p>362</p>	<p>Paragraph 13.1.4a</p>	<p>Current wording: 13.1.4a</p> <p>Planning Policy Guidance Notes 1,11,12 and 13 give advice on the importance of rail and freight issues. In addition, the government produced a ‘Ten Year Plan’ in December 1999. This Plan seeks to increase the volume of rail freight traffic nationally by 80%. This will be implemented through the provision of larger carriages, more punctual and reliable services, with an investment of £4bn in rail and £1.5bn in freight services. The Strategic Rail Authority (SRA) published a Strategic Plan in January 2002 and a Freight Strategy in May 2001 stating that three to four freight terminals are needed in the Greater London area to</p>	<p>To update text</p>

		<p>realise this growth. The strategic objectives of the SRA in their land use planning statement include: encouraging increased densities and use of rail around railway stations; and safeguarding and identifying new freight sites, and ensuring both warehousing and intermodal transfer facilities are provided on these sites.</p> <p>Modified wording: 13.1.4a Planning Policy Guidance Notes 1,11,12 and 13 give advice on the importance of rail and freight issues. In addition, the government produced a ‘Ten Year Plan’ in December 1999. This Plan seeks to increase the volume of rail freight traffic nationally by 80%. This will be implemented through the provision of larger carriages, more punctual and reliable services, with an investment of £4bn in rail and £1.5bn in freight services. The Strategic Rail Authority (SRA) published a Strategic Plan in January 2002 and a Freight Strategy in May 2001 stating that three to four freight terminals are needed in the Greater London area to realise this growth. The strategic objectives of the SRA in their land use planning statement include: encouraging increased densities and use of rail around railway stations; and safeguarding and identifying new freight sites, and ensuring both warehousing and intermodal transfer facilities are provided on these sites. (357/2069).</p> <p><u>National policy is placing emphasis on investment in rail freight the details of which are set down in the SRA’s strategic plans.</u></p>	
363	Paragraph 13.1.5	<p>Current wording: Paragraph 13.1.5 Strategic Planning Guidance for London (RPG3) provides the current strategic policy framework for the regeneration of the Cricklewood area. It establishes three key principles for the site: as a major regeneration opportunity; as an opportunity to substantially improve public transport infrastructure; and as an opportunity to expand the Brent Cross regional shopping centre in a sustainable manner. This guidance recommends that boroughs seek locations for development along routes of major rail infrastructure and integrate safeguarding requirements for rail infrastructure in their UDPs.</p> <p>Modified wording: Delete paragraph 13.1.5.</p>	In accordance with the Inspector’s Recommendation 13.19 (I)
364	Paragraphs 13.1.6 - 13.1.8	<p>Current Wording: Para 13.1.6 RPG3 is in the process of being replaced by the Spatial Development Strategy for London (the London Plan). This will provide the spatial framework for development and include policies relating to the amount of housing, the retail hierarchy, transport network, employment, and other issues at the London-wide and sub-regional level. The overall strategy of the draft London Plan is to accommodate sustainable growth that is</p>	In accordance with the Inspector’s Recommendation 13.19 (I), the Council’s Pre Inquiry Change approved by Council 13 January 2004

	<p>regional level. The overall strategy of the draft London Plan is to accommodate sustainable growth that is forecast to take place in terms of population and the economy over the next ten to fifteen years. It is essential that this growth takes place within London and does not encroach on the Green Belt or equally valuable urban open spaces. The London Plan will demonstrate that sustainable growth can be achieved by making the best use of previously developed land, maintaining a strong economy, increasing the amount of housing and in particular, affordable housing, and ensuring that the quality of development enhances the built environment...</p> <p>Para 13.1.7 The draft London Plan defines a number of other locations as ‘Opportunity Areas’ where physical, social and economic regeneration will be encouraged. Cricklewood / Brent Cross is defined as one such ‘Opportunity Area’ and is planned to provide at least 5,000 housing units and at least 5,000 new jobs but with the potential for significantly more jobs resulting from the masterplan exercise and commercial market testing. Brent Cross is no longer defined as a regional shopping centre but should evolve from an isolated specialist shopping centre into a new town centre offering a full range of services. This can only be achieved with the successful integration of land south of the A406 North circular Road and with the provision and delivery of improved public transport and accessibility across the area.</p> <p>Para 13.1.8 The Mayor for London is also responsible for preparing a number of strategies that relate to the regeneration of the Cricklewood area. The Mayor’s transport strategy seeks to improve public transport so as to achieve considerably higher usage and improve integration of freight transport with other modes of transport. It refers to the need to work with the SRA to ensure suitable existing and new sites are brought forward to enable the transfer of freight from road to rail. It recognises that orbital public transport is inadequate and that this could inhibit the regeneration of potential sites in outer London. Transport for London is responsible for the major road network, including A406, A41 and A5. The Mayor’s economic strategy aims to maintain London’s role as a World City which requires high quality development, a highly trained workforce and excellent communications with the rest of the UK, Europe and world-wide market. The Mayor is preparing and publishing strategies on air quality, waste management, biodiversity and ambient noise that will contain policies relevant to the regeneration of Cricklewood.</p> <p>Modified wording: Delete the existing paragraphs. 13.1.6 and 13.1.7 and replace them with the following three new paragraphs and revised paragraph 13.1.8</p> <p><u>The London Plan</u> <u>The London Plan provides the regional and sub-regional spatial policy framework to the Cricklewood, Brent Cross and West Hendon regeneration area. The London Plan’s overall strategy is to provide for the growth in housing, jobs and community infrastructure within the existing built up area of London whilst protecting</u></p>	<p>and text update</p>
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open spaces from development. This strategy can be achieved by major development in Opportunity Areas such as Cricklewood and Brent Cross, intensification and mixed development around town centres, improving the integration of transport and development, and delivering better opportunities for health, employment, safety and other aspects of quality of life throughout London.

The London Plan sets out the sub-regional priorities for North London. These include identifying the capacity to accommodate new jobs and housing particularly in the Opportunity Areas, promoting mixed use development in town centres, planning for and securing the necessary financial resources to deliver transport, social and community infrastructure, improving access to employment, ensuring development is sustainable, identifying sites that are suitable for tall buildings and planning for waste facilities.

The Cricklewood and Brent Cross area is identified as an Opportunity Area in the North London sub region. The London Plan proposes that, subject to its development as an integrated entity, a planning framework should be drawn up that seeks the redevelopment of Brent Cross as a town centre complementing the roles of other centres nearby. This would require an independent assessment of the need for and impact of further retail development. The London Plan notes that redevelopment as a town centre would entail an extension of town centre activities beyond retail, including housing, with no increase in current car parking levels. The planning framework should make provision for at least 5,000 additional homes, 5,000 new jobs, together with local ancillary services and a rail station on the Cricklewood site. Any new development should be conditional on delivery of improved public transport accessibility across the area and, in addition, take into account the need to protect sufficient areas of the railway lands for future transport functions.

The Mayor for London will prepare a sub-regional development framework for north London to assist in implementing policies of the London Plan. This will address a strategy for the network of town centres in North London and guide the evolution of Brent Cross regional shopping centre into an integrated town centre, taking account of the roles of Wood Green, Wembley and Harrow to provide sustained access to higher quality goods and services. The Mayor has approved the Cricklewood, Brent Cross and West Hendon Development Framework which has addressed these issues.

Para 13.1.8

The Mayor for London is also responsible for preparing a number of strategies that relate to the regeneration of the Cricklewood area. The Mayor’s transport strategy seeks to improve public transport so as to achieve considerably higher usage and improve integration of freight transport with other modes of transport. It refers to the need to work with the SRA to ensure suitable existing and new sites are brought forward to enable the transfer of freight from road to rail. It recognises that orbital public transport is inadequate and that this could inhibit the regeneration of potential sites in outer London. Transport for London is responsible for the major road network, including A406, A41. The Mayor’s economic strategy aims to maintain London’s role as a World City which requires high quality development, a highly trained workforce and excellent communications with the rest of the UK, Europe and world-wide market. The Mayor

		<p>is preparing and publishing strategies on air quality, waste management, biodiversity and ambient noise that will contain policies relevant to the regeneration of Cricklewood. Further guidance relevant to the regeneration of Cricklewood, Brent Cross and West Hendon are contained in the Mayor’s strategies on air quality, waste management, biodiversity and ambient noise.</p>	
365	Paragraph 13.1.10	<p>Current wording: Paragraph 13.1.10 ... The air quality strategy aims to reduce the effects of air pollution, which in Barnet is concentrated close to the main road network and railway lines...</p> <p>Modified wording: Paragraph 13.1.10 ... The air quality strategy aims to reduce the effects of air pollution, which in Barnet is concentrated close to the main road network and railway lines. <u>These areas, the new town centre and associated development land will need to be the subject of an enhanced programme of air quality monitoring to ensure that the aims of the air quality strategy are met....</u></p>	In accordance with the Inspector’s Recommendation 13.19 (iii)
366	Paragraph 13.1.11	<p>Current wording: Paragraph 13.1.11 The government defines sustainable development as integrating economic, social and environmental policies to ensure a better quality of life for everyone, now and for generations to come. (See paragraph 2.4.1 and Policy GSD on sustainable development in the (revised deposit) UDP (2001). The Cricklewood, West Hendon and Brent Cross area presents the major opportunity for regeneration in the borough. Regeneration will be centred on the creation of a new town centre to complement the roles of other centres nearby which will result in the integration of development to the north and south of the A406 North Circular Road. It will combine the expanse of former railway land to the east of Cricklewood station, together with Brent Cross shopping centre. The council wishes to see the development opportunity to secure new jobs and facilities in Cricklewood and the surrounding areas realised within the plan period. Strategic guidance promotes its regeneration in order to sustain economic growth and address needs in north London. The council will therefore take a positive approach to secure development of the site, working in partnership with landowners and local communities. The regeneration of West Hendon is going ahead in advance of the rest of this area. However, the new jobs, training, community and leisure facilities created through the wider regeneration scheme will benefit West Hendon which is the reason for its inclusion in this chapter.</p> <p>Modified wording: Replace paragraph 13. 1. 11 with two new paragraphs: <u>The council supports sustainable development that integrates economic, social and environmental policies to ensure a better quality of life for everyone, now and for generations to come. (See paragraph 2.4.1 and Policy GSD on sustainable development in the (revised deposit) UDP (2001). The Cricklewood, West</u></p>	In accordance with the Inspector’s Recommendation 13.19. (i)

		<p><u>Hendon and Brent Cross area presents the major opportunity for creating sustainable communities in the borough. This area can be divided in two, the Brent Cross and Cricklewood ‘Opportunity Area’ and the West Hendon housing regeneration area.</u></p> <p><u>The London Plan promotes the Opportunity Area that will sustain London’s economic growth and address needs in north London. Regeneration will be centred on the creation of a new town centre to complement the roles of other centres nearby and will result in the integration of development to the north and south of the A406 North Circular Road. It will combine the expanse of former railway land to the east of Cricklewood station, together with Brent Cross shopping centre. The council wishes to see the development opportunity to secure new jobs and facilities in Cricklewood and the surrounding areas realised within the plan period. The council will therefore take a positive approach to secure development of the site, working in partnership with landowners and local communities.</u></p>	
367	Policy GCRICK	<p>Current wording: Policy GCrick The Cricklewood, West Hendon and Brent Cross Regeneration Area, as defined on the proposals map, is designated as a major regeneration opportunity. Regeneration will build upon the area’s strategic location and key rail facilities. A new town centre, developed over the plan period, will be fully integrated into the regeneration scheme. Within this area the council will seek economically, socially and environmentally viable sustainable development which will enable the creation of an important, thriving place for urban activities and secure new homes and jobs and facilities to meet local and strategic needs.</p> <p>Modified wording: Policy GCrick The Cricklewood, <u>Brent Cross and West Hendon</u> Regeneration Area, as defined on the proposals map, <u>will be a major focus for the creation of new jobs and homes, building upon the area’s strategic location and its key rail facilities. All new development will be built to the highest standards of design as well as to the highest environmental standards. A new town centre, developed over the plan period, will be fully integrated into the regeneration scheme.</u></p>	In accordance with the Inspector’s Recommendation 13.19 (ii)
368	Paragraph 13.1.11a	<p>Current Wording: Paragraph 13.1.11a A planning framework will be produced that will justify the amount of retail floorspace that will be necessary to bring about the regeneration of the area. This will be the subject of further consultation.</p> <p>Modified wording: Paragraph 13.1.11a A planning framework will be <u>The Development Framework has been adopted as Supplementary Planning Guidance produced and is based on Assessment of Retail Need Studies which have justified the amount of</u></p>	In accordance with the Inspector’s Recommendation 13.25 (I)

		<p>comparison retail floorspace that is set out in Policy C6 . that will be necessary to bring about the regeneration of the area. This will be the subject of further consultation.</p>	
<p>369</p>	<p>Paragraph 13.1.12a</p>	<p>Current wording: Paragraph 13.1.12a This comprehensive approach will require the formulation of a Development Framework that addresses the urban design for the whole area and gives an indication of the uses considered appropriate on different parts of the site. It will be adopted as supplementary planning guidance and be subject of thorough consultation with landowners, developers and local communities. This will give flexibility and allow for changes in the economic, social and planning environment over the next 10 to 15 years to be reflected in the proposals. A Delivery Strategy will be formulated within the Framework to enable contributions to be made towards the infrastructure costs for the regeneration of the whole area, and from individual sites within it, so as to ensure the schemes remain viable. Masterplan applications for parts of the area will be supported if they conform with the Development Framework and its Delivery Strategy. Housing-led regeneration in West Hendon may progress separately from Cricklewood and Brent Cross. Contributions may still be required towards the physical and economic support of West Hendon.</p> <p>Modified wording: Paragraph 13.1.12a This comprehensive approach will require the formulation of a <u>is set out in the</u> Development Framework <u>which addresses the strategic principles</u> for the whole area and gives an indication of the uses considered appropriate on different parts of the site. It will be adopted as supplementary planning guidance and be subject of thorough consultation with landowners, developers and local communities. <u>The Development Framework has been prepared using a unique partnership approach, involving the Council, the GLA and significant stakeholders. Engaging with the local community has been an essential part of the process through a series of events during key stages of the preparation of the framework. The Greater London Authority and Transport for London have provided inputs into the Framework which has been approved by the GLA as the Planning Framework required by the London Plan to guide the regeneration of the Opportunity Area. This will give</u> <u>The Council will expect</u> contributions to be made towards the infrastructure costs for the regeneration of the whole area and from individual sites within it, so as to ensure that all development contributes proportionately to and helps to secure the regeneration of the area. A Delivery Strategy will be prepared in accordance with the principles of the OPDM’s sustainable communities agenda and will inform this process. It will be consulted upon with stakeholders and may be adopted as supplementary planning guidance. the schemes remain viable. <u>Masterplan-Planning</u> applications for parts of the area will be supported if they conform with the Development Framework and the Delivery Strategy <u>and would not prejudice their implementation.</u> Housing-led regeneration in West Hendon may progress separately from Cricklewood and Brent Cross. However, contributions will still be required towards the physical and economic support of West Hendon.</p>	<p>In accordance with the Inspector’s Recommendation 13.25 (i) and 13.25 (ii) and the Council’s Pre Inquiry Change approved by Council 13 January 2004</p>

<p>370</p>	<p>Additional paragraph 13.1.12b</p>	<p>Current Wording None</p> <p>Modified Wording:</p> <p>Additional Paragraph 13.1.12b</p> <p><u>West Hendon is an integral part of the Regeneration Area. Its boundaries are broadly defined by the Welsh Harp arm of the Brent Reservoir in the west, and the Midland Mainline railway in the east. The northern and southern boundaries approximate to the extent of the existing residential area either side of the A5 Edgware Road. The present West Hendon housing estate consists of a variety of dwelling types, where the majority are in poor condition. The Broadway shopping area is also of poor quality and the prevailing atmosphere is one of neglect. The proximity of heavy traffic on the A5 and the local road gyratory system greatly contribute to the creation of an unattractive and uncomfortable environment for pedestrians and cyclists. Public access to Hendon Station requires improvement and greater legibility. At West Hendon it is anticipated that a new residential quarter will be created around the Welsh Harp. The existing housing will be demolished, and in addition to new and replacement housing, there will be a new local centre and civic area, with new shopping, commercial and community uses. In accordance with PPG3 and the London Plan, the opportunity should be taken to achieve a higher density of development throughout the regeneration scheme, and this will be in a sustainable manner and will incorporate the highest standards of design. The adopted Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework sets out detailed guidelines for the redevelopment of the West Hendon housing estate and the local town centre, and the enhancement of the waterside environment of the adjoining Welsh Harp SSSI. The Development Framework will inform the preparation and submission of an outline planning application for the regeneration of West Hendon that will cover both the residential estate, the local town centre, the Welsh Harp and access to Hendon (Mainline) Station. It is anticipated that such an application will set out the basis and programme for the comprehensive mixed-use redevelopment and future detailed submissions for individual zones of development and open space within the site. In order to provide new and improved accommodation for the existing residents as soon as possible, proposals for the regeneration of West Hendon can come forward and be considered in advance of those for the rest of the Regeneration Area. In the order of 2200 new homes, including affordable housing, will be developed at West Hendon, in addition to the minimum of 5000 homes provided for in Policy C9 for the rest of the Regeneration Area.</u></p>	<p>In accordance with the Inspector’s Recommendation 13.19 (i)</p>
<p>371</p>	<p>Policy C1</p>	<p>Current wording: Policy C1</p> <p>The council will seek the comprehensive development of the Cricklewood, West Hendon and Brent Cross Regeneration Area in accordance with Development Framework and Delivery Strategy to be approved by the council. Urban Design Guidelines will be required as part of the Development Framework, to be implemented through subsequent masterplan permissions for sites within the Area. Planning applications and masterplans will be supported if they are consistent with these documents.</p>	<p>In accordance with the Inspector’s Recommendation 13.25 (i)</p>

		<p>Modified wording: Policy C1 The council will seek the comprehensive development of the Cricklewood, <u>Brent Cross and West Hendon</u> Regeneration Area in accordance with <u>the adopted</u> Development Framework and Delivery Strategy to be approved by the council. Urban Design Guidelines will be required as part of the Development Framework, to be implemented through subsequent masterplan permissions for sites within the Area Planning applications and masterplans. Proposals will be supported if they are consistent with policies of the UDP and their more detailed elaboration in the Development Framework.</p>	
372	Additional West Hendon Policy	<p>Current Wording <u>None</u></p> <p>Modified wording: Additional Policy C1(A)</p> <p><u>Within the Cricklewood, Brent Cross and West Hendon Regeneration Area, as defined on the Proposals Map, the council may consider planning proposals for the West Hendon area in advance of the remainder of the Regeneration Area. The mixed-use regeneration of the area should comprise the following:</u></p> <ul style="list-style-type: none"> ▪ <u>high density housing, built to the highest design qualities, to replace existing stock and create a mix of housing in terms of size, affordability, Lifetime Homes and wheelchair accessibility;</u> ▪ <u>A new local town centre to include a mix of retail, commercial, community and civic uses;</u> ▪ <u>Measures to protect and enhance the special scientific interest of the Welsh Harp SSSI and integrate it with the development and associated open spaces;</u> ▪ <u>increased movement capacity on the A5 locally to assist the movement of buses through the area and;</u> ▪ <u>measures to improve transport links to Hendon (mainline) Station.</u> 	In accordance with the Inspector’s Recommendation 13.19 (i)
373	Paragraph 13.1.13	<p>Current wording: Paragraph 13.1.13 Barnet is considered to be a very attractive part of Greater London and has many community based estates of a very high standard of planning and architecture which includes the LCC designed Watling Estate, the Railway Terraces at Cricklewood, Glenhill Close, and, of the utmost importance, the internationally renowned Hampstead Garden Suburb. All of these are now designated conservation areas. The council is firmly of the view that the Cricklewood site is this generation’s opportunity to add to these examples by creating an urban mixed use development that will come to be seen as an exemplar of the highest quality planning, architecture and design and regeneration. To this end it will work in partnership with the developers and their architects to deliver an attractive, cohesive and sustainable model for modern urban</p>	In accordance with the Inspector’s Recommendation 13.37 (ii) and the Council’s Pre Inquiry Change approved by Council 13 January 2004

living and working. The regeneration of the Cricklewood, West Hendon and Brent Cross area will be one of the largest development schemes in London and certainly the most important one in Barnet. It is also a prominent and highly visible location and in the middle of existing residential areas. The council will use its planning powers to ensure that the development is designed to the highest standards with particular regard to its architecture, (including enhanced security through ‘Secured by Design’ (SBD), and ‘Secure Car Parks Scheme’ (SCPS), to include ‘Crime Prevention Through Environmental Design’ (CPTED), safety and accessibility. This will help to improve the existing environment of the area, attract business and investment and establish a sense of place. In order to establish the design principles for the site the council will require an urban design framework to be prepared, to accompany the proposals and guide detailed design of the development. The design of schemes should be creative and innovative, and include appropriate landmark buildings. They should be sensitive to existing buildings and surrounding areas and incorporate both urban and green spaces. Overall, the design of the schemes is expected to improve the quality of life for those living in the area.

Modified Wording:

Paragraph 13.1.13

Barnet is considered to be a very attractive part of Greater London and has many community based estates of a very high standard of planning and architecture which includes the LCC designed Watling Estate, the Railway Terraces at Cricklewood, Glenhill Close, and, of the utmost importance, the internationally renowned Hampstead Garden Suburb. All of these are now designated conservation area. The council is firmly of the view that the ~~Cricklewood site~~ regeneration area is this generation’s opportunity to add to these examples by creating an urban mixed use development that will come to be seen as an exemplar of the highest quality planning, architecture and design and regeneration. To this end it will work in partnership with the developers and their architects to deliver an attractive, cohesive and sustainable model for modern urban living and working. The regeneration of the Cricklewood, Brent Cross and West Hendon area will be one of the largest development schemes in London and certainly the most important one in Barnet. It is also a prominent and highly visible location and in the middle of existing residential areas. The council will use its planning powers to ensure that the development is designed to the highest standards with particular regard to its architecture, (including enhanced security through ‘Secured by Design’ (SBD), and ‘Secure Car Parks Scheme’ (SCPS), to include ‘Crime Prevention Through Environmental Design’ (CPTED) safety and accessibility. This will help to improve the existing environment of the area, attract business and investment and establish a sense of place. ~~In order to establish the design principles for the site the council will require an urban design framework to be prepared, to accompany the proposals and guide detailed design of the development. The design of schemes~~ Proposals that come forward should be creative and innovative, and include appropriate landmark buildings. They should be sensitive to existing buildings and surrounding areas and incorporate both urban and green spaces. Special consideration should be given to the desirability of preserving or enhancing the character and appearance of the Cricklewood Railway Terrace Conservation Area. Overall the design of the schemes is expected to improve the quality of life for those living in the area. As a brownfield site with much improved public transport, the potential exists for a range

		<u>of different buildings at greater densities than other places in the borough, Some of these buildings will be tall buildings of the highest architectural quality built to the highest sustainability standards. They will act as physical, social and economic markers to the borough and London.</u>	
374	Policy C2	<p>Current wording: Policy C2 The council will seek standard of urban design in the Cricklewood, West Hendon and Brent Cross Regeneration Area in order to create a safe and attractive environment for people who live and work in and visit the area and result in proposals of landmark quality. An urban design framework will need to be submitted as part of the outline planning proposal and agreed by the council as part of the section 106 agreements.</p> <p>Modified wording Policy C2 The council will seek to achieve a high <u>the highest</u> standard of urban design in the Cricklewood, <u>Brent Cross and West Hendon</u> Regeneration Area in order to create a safe and attractive environment for people who live and work in and visit the area and result in proposals of landmark quality. An urban design framework will need to be submitted as part of the outline planning proposal and agreed by the council as part of the section 106 agreements. <u>Proposals will need to be consistent with the strategic principles set down in the Development Framework.</u></p>	In accordance with Inspector’s Recommendation 13.32 (i) (ii) and the Council’s Pre Inquiry Change approved by Council 13 January 2004
375	Policy C3	<p>Current wording: Policy C3 Planning permission will not be granted for development within the regeneration area unless it protects and improves the amenities of existing and new residents. The character and appearance of the Cricklewood Railway Terrace Conservation Area will be preserved or enhanced.</p> <p>Modified wording: Policy C3 Planning permission will not be granted for development within the regeneration area unless it protects and improves the amenities of existing and new residents. The character and appearance of the Cricklewood Railway Terrace Conservation Area will be preserved or enhanced. <u>Development within the Regeneration Area should protect and, wherever possible, improve the amenities of existing and new residents.</u></p>	In accordance with the Inspector’s Recommendation 13.37 (I)
376	Paragraph 13.1.14	<p>Current wording: Paragraph 13.1.14 The regeneration of the area will assist in sustainable development objectives by enabling sustainable travel patterns and through mixed-use development and the reuse of brownfield land. There are a number of criteria that the council will expect developers to demonstrate that they have met in putting forward their</p>	In accordance with Inspector’s Recommendation 13.45 (ii)

proposals. The regeneration area comprises approximately 240 hectares and is suitable for a wide range of uses due to its strategic location in north London and proximity to a variety of existing uses. The development must therefore include an appropriate mix of uses that makes the best use of the site and its location, reduces the need to travel and is sustainable over the future. The highest standards of design will be required so as to bring about an urban renaissance in this part of London. In order to be more sustainable the council will expect new development to employ best practice in terms of sustainable urban drainage, and energy efficiency, for example, using recycled building material, the orientation of buildings to make use of solar power and high standards of insulation. Buildings and spaces should be designed so that they are accessible by all, including those with disabilities and those caring for children or the elderly and take into account crime and the fear of crime. Proposals will need to demonstrate that there are safe and convenient connections for pedestrians, cyclists and buses between different parts within the area and to connect with the surroundings, and that these routes are clearly delineated.

Modified wording:

Delete existing paragraph and replace with the following:

Environmental sustainability

The regeneration of the area will provide the opportunity to apply the highest standards of environmental sustainability. This means that environmental resources, including land, materials, energy and water are used efficiently and effectively, that pollution is minimised so as to protect the environment and that biodiversity is protected and improved. Environmental sustainability that features a high quality built and natural environment results in cleaner, safer and greener neighbourhoods that have a positive effect on people’s sense of place. Environmental sustainability also means ensuring that people are well connected, for example, there are appropriate, safe local footpaths and cycle ways to encourage more sustainable means of transport and that there is a mix of land uses which provide for variety and flexibility in housing, employment and community development.

There are a number of criteria that the council will expect developers to demonstrate that they have met in putting forward their proposals. The Regeneration Area comprises 240 hectares and is suitable for a wide range of uses due to its strategic location in North London and proximity to a variety of existing uses. The development must therefore include an appropriate mix of uses that makes the best use of the site and its location, reduces the need to travel and is sustainable in the future. The opportunity to make use of rail freight is of particular significance in terms of environmental sustainability and is referred to in more detail in paragraphs 13.1.17 to 13.1.20 and Policy C7.

The large increase in jobs, shops and housing in the area will lead to significant improvements to the social and economic sustainability of the area but will also have a severe impact on the transport infrastructure. In order to be more environmentally sustainable in transport terms, development must reduce the negative

		<p><u>impact of additional travel. This can be achieved through detailed planning, for example, in the mix of uses, car parking policy and through maximising accessibility by public transport, bicycle and on foot. Proposals will need to demonstrate that there are safe and convenient transport connections, particularly for pedestrians, cyclists and buses both within the Regeneration Area and to connect with the surroundings, and that these routes are clearly delineated.</u></p> <p><u>The council will expect development to meet high performance standards for environmentally sustainable design and construction, covering energy efficiency, passive solar design, use of renewable energy, waste handling, the use of recycled building materials and sustainable urban drainage. These standards should be based on published standards and methods, including those in the London Plan and the Mayor’s Renewable Energy Toolkit, and the Development Framework.</u></p>	
377	Policy C4	<p>Current wording: Policy C4 The council will seek to ensure that development is sustainable in the short and long term. Permission will be granted for development that: A) In terms of design, layout and materials is resource efficient an takes account of the needs of all those using the buildings , spaces and routes; B) retains, creates or enhances urban spaces that contribute to the safety, character, nature conservation and leisure uses of the pedestrian and cyclist network of the area; and C) ensures the restoration and enhancement of the river Brent and its river corridor to provide both amenity and nature conservation to the area. Development which would be directly or indirectly detrimental to the nature conservation value of the Brent Reservoir Site of Special Scientific Interest will not be permitted.</p> <p>Modified wording: Policy C4 The council will seek to ensure that development is sustainable in the short and long term. Permission will be granted for development that: <u>The council will seek to ensure that the redevelopment of the Regeneration Area pursues the highest standards of environmental design. Development should:</u> A) In terms of design, layout and materials is resource efficient an takes account of the needs of all those using the buildings , spaces and routes; <u>A) meet high performance standards for environmentally sustainable design and construction;</u> B) retains, creates or enhances urban spaces that contribute to the safety, character, nature conservation and leisure uses of the pedestrian and cyclist network of the area; and <u>B) create an integrated network of open spaces and pedestrian and cycle routes to meet leisure, access, urban design and ecological needs both within the Regeneration area and through enhanced connections to the surrounding area.</u> C) ensures the restoration and enhancement of the River Brent and its river corridor to provide both amenity</p>	In accordance with the Inspector’s Recommendation 13.45(i) (iii) (iv) and the Council’s Pre Inquiry Change approved by Council 13 January 2004

		<p>and nature conservation to the area. Development which would be directly or indirectly detrimental to the nature conservation value of the Brent Reservoir Site of Special Scientific Interest will not be permitted. <u>Development proposals must also ensure that:</u> <u>there is an adequate buffer zone;</u> <u>appropriate protection is afforded to legally protected species; and</u> <u>opportunities are taken to enhance the biodiversity of the area.</u></p>	
378	Paragraph 13.1.14b	<p>Current wording: Paragraph 13.1.14b Cricklewood, a district centre, and West Hendon, a local centre both suffer from the adverse effects of traffic on the main road (A5) and have higher proportions of vacant shops than many other centres in the borough. They do, however, provide a variety of services to local people and function as part of a network of centres in north London. As part of the housing-led regeneration of West Hendon the council is working in partnership with developers and local traders to improve the town centre. The Development Framework for the wider regeneration scheme will need to demonstrate economic, social and environmental benefits to these two centres for example, by providing appropriate training, town centre management, more attractive physical environment and improved public transport.</p> <p>Modified wording: Paragraph 13.1.14b Cricklewood, a district centre, and West Hendon, a local centre both suffer from the adverse effects of traffic on the main road (A5) and have higher proportions of vacant shops than many other centres in the borough. They do, however, provide a variety of services to local people and function as part of a network of centres in north London. As part of the housing-led regeneration of West Hendon the council is working in partnership with developers and local traders to improve the town centre. The Development Framework <u>Through development proposals</u> for the wider regeneration area will need to demonstrate <u>the council will expect to see</u> economic, social and environmental benefits to these two centres, for example, <u>by providing types of facilities likely to cater for local people such as workshops, small office suites,</u> appropriate training, town centre management, more attractive physical environment and improved public transport. <u>An addendum to the Development Framework will be prepared setting out how it is intended that the vitality and viability of Cricklewood Town Centre is to be maintained and enhanced.</u></p>	In accordance with the Inspector’s Recommendation 13.51(ii) (iii)
379	Paragraph 13.1.15	<p>Current wording: Paragraph 13.1.15 The regeneration of the area provides an opportunity for the transformation of Brent Cross in a sustainable manner. Brent Cross comprises higher order comparison shopping that serves the needs of a large catchment area of north London and beyond, but most customers and staff travel by car rather than use public transport. The shopping centre has the support for expansion under RPG3, subject to public transport</p>	In accordance with Inspector’s Recommendation 13.71 (v) and update text.

		<p>improvements. However, it does not have the diversity of uses necessary to be defined as a town centre in accordance with PPG6. Consequently, any retail expansion will have to meet the tests of PPG6 and subsequent ministerial statements by establishing that there is a need for the development. The Council considers that the benefits provided through regeneration of this part of north London justify additional retail floorspace, the amount of which must be determined through testing the viability of the regeneration of the wider area and impact on the hierarchy of existing town centres in the sub-region. This will be achieved through the preparation of a Development Framework, adopted as Supplementary Planning Guidance by the council.</p> <p>Modified wording: Paragraph 13.1.15 The regeneration of the area provides an opportunity for the transformation of Brent Cross in a sustainable manner. Brent Cross comprises higher order comparison shopping that serves the needs of a large catchment area of north London and beyond, but most customers and staff travel by car rather than use public transport. The shopping centre has the support for expansion under RPG3, subject to public transport improvements. The London Plan seeks the development of Brent Cross as a town centre. However, it does not have the diversity of uses necessary to be defined as a town centre in accordance with PPG6 <u>PPS6</u> in its current form. Consequently, any <u>proposed</u> retail expansion <u>that did not meet the overall objective of creating a town centre would</u> will have to meet the tests of PPG6 and subsequent ministerial statements <u>PPS6</u> by establishing that there is a need for the development. The Council considers that the benefits provided through regeneration of this part of north London justify additional retail floorspace, the amount of which must be determined through testing the viability of the regeneration of the wider area and impact on the hierarchy of existing town centres in the sub-region. The amount of retail development is justified principally with regard to the need to meet the additional retail requirements of the increased population of the area in a sustainable way. In addition an appropriate level of retail floorspace can support a sustainable and viable development and thriving mixed use town centre which is critical to the vision for the regeneration of the area as a whole. the impact on the hierarchy of existing town centres in the sub-region. This will be achieved through the preparation of a Development Framework, adopted as Supplementary Planning Guidance by the council.</p>	
380	Paragraph 13.1.15a	<p>Current wording: Paragraph 13.1.15a To create a town centre requires a rich texture of facilities and activities to be accessible to residents in a pedestrian friendly environment. A mix of uses will be expected on different floors on individual sites as well as over the area to create a synergy. The key components of the new town centre must include improved public transport access, a mix of uses including residential, businesses, a greater variety of shops and services, leisure, sports facilities, restaurants, hotels and community facilities (including primary healthcare facilities) as well as the additional retail floorspace. A minimum of 5,000 jobs (including in office development) will be required to be created in the new town centre to the year 2016. Brent Cross will then</p>	In accordance with the Inspector’s Recommendation 13.71 (v) and (vi)

be able to develop an evening economy that will improve the vitality and viability of the new town centre that will include development south of the North Circular. However, in order to maintain an attractive centre, the ground and first floor of the existing floorspace will remain primarily in retail use (Use Class A1). Outside the primary area, a greater mix of uses will be encouraged, including on upper floors. As a result of the development, the Council considers that Brent Cross will perform the function of a major town centre serving a catchment area wider than the borough. There will be a mix of convenience and comparison shopping totalling more than 50,000 square metres, and a variety of leisure and entertainment uses.

Modified wording:

Paragraph 13.1.15a

To create a town centre requires a rich texture of facilities and activities to be accessible to residents in a safe and attractive pedestrian friendly environment. A mix of uses will be expected on different floors on individual sites as well as over the area to create a synergy. The key components of the new town centre must include improved public transport access, a mix of uses including residential, businesses, a greater variety of shops and services, leisure, sports facilities, cultural and arts facilities, restaurants, hotels and community facilities (including primary healthcare facilities) as well as the additional retail floorspace. A minimum of 5,000 jobs (including office development) will be required to be created in the new town centre to the year 2016. ~~Brent Cross will then be able to develop an evening economy that will improve the vitality and viability of the new town centre that will include development south of the North Circular~~ The Council considers that Brent Cross will perform the function of a major town centre spanning the A406 North Circular Road which will sustain a vibrant and viable evening economy serving a catchment area wider than the borough. However, in order to maintain an attractive centre, the ground and first floor of the existing floorspace will remain primarily in retail use (Use Class A1). A greater mix of uses will be encouraged in the new town centre, including on upper floors. ~~The Council considers that Brent Cross will provide the function of a major town centre serving a catchment area wider than the borough. There will be a mix of convenience and comparison shopping totalling more than 50,000 square metres, and a variety of leisure and entertainment uses....~~ The scale of new comparison floorspace should fall within the identified requirement of 55, 000 sq.m. Any overall limit for the scale of new convenience floorspace will be identified within the further work to be undertaken as part of the convenience retail impact assessment. The area southwest of the A406/A41 Hendon Way junction that lies outside the town centre defined on the proposals map (also known as the Eastern Lands) will be the subject of a further study in order to establish appropriate land uses and phasing of development. This area will contain a mix of uses to maximise its accessibility to good and improving public transport at Brent Cross Underground Station, and complement the proposed adjoining town centre. The study will inform the council’s revised Cricklewood, Brent Cross and West Hendon Development Framework and be adopted as additional Supplementary Planning Guidance.

The boundary of the town centre is shown on the proposals map and reflects the quantum and type of land-use described in the Development Framework. The Eastern Lands have been identified as an area of mixed use development including education, residential, offices, leisure, local or neighbourhood shops, community

		<u>uses and open space. These land uses should be complementary to the town centre to the west and to the north of the north circular road and enable the regeneration area and commercial centre the opportunity to have a viable future that can have the capacity to deliver future organic growth and vitality in a sustainable manner.</u>	
381	Paragraph 13.1.16	<p>Current wording: Paragraph 13.1.16 The Development Framework will be required to propose an urban design solution to transform the existing inward looking, single use shopping centre into the core of a vital and viable town centre...</p> <p>Modified wording Paragraph 13.1.16 The Development Framework <u>sets out a requirement for</u> an urban design solution to transform the existing inward looking, single use shopping centre into the core of a vital and viable town centre...</p>	In accordance with Inspector’s Recommendation 13.71 (v)
382	Policy C6 (NEW TOWN CENTRE)	<p>Current wording: Policy C6 The council will support additional retail development at Brent Cross as part of a new town centre extending north and south of the North Circular Road (A406) subject to:</p> <ol style="list-style-type: none"> 1) the need for additional floorspace being justified by the regeneration of the Cricklewood, West Hendon and Brent Cross Regeneration Area as defined on the proposals map and supported by the results of a retail impact assessment; 2) the provision of a broad range of uses, to include homes, business units, leisure, entertainment, restaurants, hotels, community facilities and open space, in a pedestrian-friendly environment; 3) the provision of significant public transport improvements; 4) the provision of enhanced pedestrian and cycling links to the surrounding areas; 5) significant improvements to the setting and environment of the centre; 6) measures to encourage residents, shoppers and employees to access the centre by means other than the private car; and 7) floorspace within the primary frontage as defined on the proposals map being predominantly class A1 uses. <p>Modified wording: Policy C6 The council will support additional retail development at Brent Cross as part of a new town centre extending north and south of the North Circular Road (A406) subject to:</p> <p>1) the need for additional floorspace being justified by the regeneration of the Cricklewood, West Hendon and Brent Cross Regeneration Area as defined on the proposals map and supported by the results of a retail impact assessment; <u>the scale of new comparison retail floorspace falling within the identified</u></p>	In accordance with the Inspector’s Recommendation 13.71 (ii) and (iii)

		<p><u>requirement of 55,000 sq.m.</u></p> <ol style="list-style-type: none"> 2) the provision of a broad range of uses, to include homes, business units, leisure, entertainment, restaurants, hotels, community facilities and open space, in a pedestrian-friendly environment; 3) the provision of significant public transport improvements; 4) the provision of enhanced pedestrian and cycling links to the surrounding areas; 5) significant improvements to the setting and environment of the centre; 6) measures to encourage residents, shoppers and employees to access the centre by means other than the private car; and 7) floorspace within the primary frontage as defined on the proposals map being predominantly class A1 uses; <u>and</u> 8) <u>any proposal for retail floorspace (in addition to criterion 1 above) will need to be assessed against the tests contained in PPS6, other policies in this UDP, and any overall limits for the scale of convenience retail floorspace that are supported by the results of a retail impact assessment</u> 	
383	Paragraph 13.1.17	<p>Current wording: Paragraph 13.1.17 The unique characteristic of the site is the relationship between the railway land and the strategic links to the rest of London and beyond. It is therefore essential that the regeneration scheme exploits this resource in a sustainable manner. This means that proposals will need to examine the effects of development on the surrounding road network, particularly including the North Circular Road and residential roads in the area, and demonstrate to the council how these are to be mitigated. A new passenger station should be provided to the satisfaction of the Strategic Rail Authority (SRA) that will promote a significant incentive for people working in the area or visiting shops, community, leisure and sports facilities to use public transport. A station will need to provide a safe and convenient interchange between train and bus passengers and include high quality cycle parking. The operational, technical and commercial viability of the railway station will be considered in consultation with the SRA. Long-term car parking should only be provided in limited numbers for disabled passengers and for operational purposes so as not to allow commuters to park and ride. The new station must be linked to the Brent Cross bus station by a Rapid Transport System, (RTS), so those shoppers who have access to this rail line are encouraged to travel by train rather than car.</p> <p>Modified wording: Paragraph 13.1.17 The unique characteristic of the site is the relationship between the railway land and the strategic links to the rest of London and beyond. It is therefore essential that the regeneration scheme exploits this resource in a sustainable manner. This means that proposals will need to examine the effects of development on the surrounding road network, particularly the North Circular Road and residential roads in the area, and demonstrate to the council how these are to be mitigated. A new passenger station should be provided to the satisfaction of the Strategic Rail Authority (SRA) that will promote a significant incentive for people working in the area or visiting shops, community, leisure and sports facilities to use public transport. A</p>	In accordance with the Inspector’s Recommendation 13.91 (iv) and (v)

		<p>station will need to provide a safe and convenient interchange between train and bus passengers and include high quality cycle parking. The operational, technical and commercial viability of the railway station will be considered in consultation with the SRA. The operational, technical and commercial viability of the <u>new</u> railway station will be considered in consultation with <u>Network Rail and DfT Rail (formerly the SRA.)</u> <u>The existing rail station at Cricklewood plays an important role in the Regeneration Area.</u> Long-term car parking should only be provided in limited numbers for disabled passengers and for operational purposes so as not to allow commuters to park and ride. The new station must be linked to the Brent Cross bus station by a Rapid Transport System, (RTS), so those shoppers who have access to this rail line are encouraged to travel by train rather than car. <u>As set out within the Development Framework, the RTS will link together the key transport nodes of the new railway and bus stations and pass through, or close to, the core commercial and residential areas. At its southern end, it should terminate at the existing Cricklewood station while to the east of Brent Cross it will provide a connection to either Hendon Central or Brent Cross Underground Stations on the Northern Line.</u></p>	
384	Paragraph 13.1.18	<p>Current wording: Paragraph 13.1.18 The area is bounded and bisected by major Transport routes which limit free movement into and across the area. It is essential that adequate facilities are provided to ensure that the requirements of Policy M1 in the Movement chapter are met...</p> <p>Modified wording: Paragraph 13.1.18 The area is bounded and bisected by major transport routes which limit free movement into and across the area. <u>The proposed bridges across the North Circular Road and the Edgware Road are of vital importance to the achievement of the sustainable regeneration of the area. The North Circular Road bridge has to unite the two parts of the town centre and will need to be designed so that it is successful in drawing shoppers and other users from one side to the other. The bridge will require the highest standard of design, and become a landmark urban feature of outstanding architecture, to ensure that it provides an attractive route for pedestrians and cyclists even at times of heavy traffic flow.</u> It is essential that adequate facilities are provided to ensure that the requirements of Policy M1 in the Movement chapter are met...</p>	
385	Paragraph 13.1.20a	<p>Current wording: Paragraph 13.1.20a The SRA advises that the railway lands at Cricklewood have an important role to play in the provision of passenger train stabling and depot facilities. This is in addition to the need for any rail freight and waste transfer facilities. Provision must therefore be made for these facilities in discussion with the Strategic Rail Authority.</p> <p>Modified wording:</p>	In accordance with the Inspector’s recommendation 13.91 (vi)

		<p>Paragraph 13.1.20a The SRA <u>DfT Rail</u> advises that the railway lands at Cricklewood have an important role to play in the provision of passenger train stabling and depot facilities. This is in addition to the need for any rail freight and waste transfer facilities. Provision must therefore be made for these facilities in discussion with the Strategic Rail Authority. <u>Department for Transport Rail</u>. <u>The requirements for passenger train stabling at Cricklewood will be considered in consultation with Network Rail and DfT Rail (formerly the SRA). This will include appropriate provision for the Train Operating Companies and any operational requirements of Network Rail.</u></p>	
386	Policy C7 (Transport)	<p>Current wording: Policy C 7 The Development Framework for the Regeneration Area will not be approved and/or Masterplans not be granted by the council unless the following are provided through conditions and/or section 106 agreements: A) connections and/or improvements to the strategic road network that are satisfactory to Transport for London in relation to the TLRN and the Highways Agency in relation to the M1 B) Sufficient transport links to and through the development, In particular this should include at least one vehicular link across the North Circular and one vehicular link crossing the railway to Edgware road. C) A new railway station at Cricklewood, integrated with facilities for other public transport services and key trip generating sites within the development by a rapid transport system. The integration should the Edgware branch of the London Underground Northern Line. D) A new bus station at Brent Cross, north of the North Circular with associated improvements to the local bus infrastructure; E) provision of an enhanced, viable rail freight transfer facility at Cricklewood for use by businesses in London and the South East region ; F) provision of an enhanced waste transfer station serving north London; and G) Priority measures for access to disabled persons, pedestrians, buses and cyclists are incorporated throughout the regeneration area.</p> <p>Modified wording: Policy C 7 The Development Framework for the Regeneration Area will not be approved and/or Masterplans not be granted by the council unless the following are provided through conditions and/or section 106 agreements: <u>The Council will seek to provide the following through conditions and /or section 106 agreements</u></p> <p>A) connections and/or improvements to the strategic road network that are satisfactory to Transport for London in relation to the TLRN and the Highways Agency in relation to the M1 <u>motorway</u> B) Sufficient transport links to and through the development, in particular this should include at least one vehicular link across the North Circular and one vehicular link crossing the railway to the Edgware Road. C) A new railway <u>and bus</u> station at Cricklewood, integrated with facilities for other public transport services</p>	In accordance with the Inspector’s Recommendation 13.91 (I) to (vii) and text update.

		<p>and key trip generating sites within the development by a rapid transport system <u>to Brent Cross bus station and Hendon Central and / or Brent Cross Underground Stations on the Northern Line</u> .The integration should include the Edgware branch of the London Underground Northern Line.</p> <p>D) A new bus station at Brent Cross, north of the North Circular with associated improvements to the local bus infrastructure;</p> <p>E) provision of an enhanced, viable rail freight transfer facility at Cricklewood for use by businesses in London and the South East region; <u>provision to upgrade the rail freight facilities to increase the potential for distribution of goods by rail for use by businesses in North London;</u></p> <p>F) provision of <u>an enhanced rail linked</u> waste transfer station serving north London; and</p> <p>G) Priority measures for access to disabled persons, pedestrians, buses and cyclists are incorporated throughout the regeneration area.</p> <p><u>All the above criteria relate to Cricklewood and Brent Cross. Detailed proposals for changes to infrastructure will need to be developed as part of the submission of proposals for planning permission in relation to West Hendon.</u></p>	
387	Paragraph 13.1.20b	<p>Current wording: None</p> <p>Modified wording: Additional Paragraph 1.20b</p> <p><u>Parking Standards</u></p> <p><u>There is a balance to be drawn in the setting of car parking standards. On the one hand there is the aim of minimising additional car travel, reducing trip lengths and encouraging the use of more sustainable means of transport, whilst on the other there is the need to provide for attractive viable development. General car parking standards for Barnet are covered in Chapter 7, whilst policy C8 sets out a series of parking standards for the Cricklewood, Brent Cross and West Hendon Regeneration Area. The planned new town centre at Brent Cross / Cricklewood and the related development is to be a high density mixed use development where the aim is to meet a significant proportion of travel needs through high quality public transport and improvements to walking and cycling facilities. A proportion of the new community will both live and work in this area, to some extent reducing those travel needs. The total movement needs generated by the development, however, will be considerable. It is estimated that this may amount to some 200,000 additional trips per day by all modes. It will be necessary to stimulate the use of public transport, and other means such as car sharing, through managing the level of on site car parking (as well as parking levels generally). The standard set for housing in Policy C8 is a maximum of one space per unit. One space per unit should be the average for residential development across the Regeneration Area. Detailed standards will be established for each specific development, taking into account their location, and type of</u></p>	

		<p><u>dwelling provided. The reference to no further car parking in relation to retailing and leisure in the new town centre north of the North Circular Road in Policy C8 is based upon the 7,600 spaces already consented. The reference to leisure is to primarily evening based activities which best present opportunities for shared parking with the retail and other uses within the town centre. Parking standards for developments falling outside the uses cited in Policy C8 should follow guidance set out in the London Plan.</u></p>	
<p>388</p>	<p>Policy C8 (Parking Standards)</p>	<p>Current wording: Policy C8</p> <p>The council will apply the following maximum car parking standards to development in the regeneration area:</p> <p>Housing - 1 space per unit; Business - 1 space per 200 sq. m.; Retail and leisure within the new town centre as defined on the proposals map - no further car parking; Retail in Cricklewood and West Hendon town centres - 1 space per 50 sq.m. ; Hotels - 1 space per 2 bedrooms; Cricklewood railway station, (existing and new) –pick up and set down only</p> <p>Modified wording: Policy C8</p> <p>The council will apply the following maximum car parking standards to development in the regeneration area:</p> <ul style="list-style-type: none"> • Housing - 1 space per unit; • Business (<u>B1/B2</u>) - 1 space per <u>300</u> sq. m.; • Retail, leisure and hotels within the new town centre <u>north of the North Circular Road</u>, as defined on the proposals map - no further car parking; • <u>Other</u> retail in Cricklewood and West Hendon town centres - 1 space per 50 sq.m <u>as set out within the London Plan.</u> • Hotels out of town centre - 1 space per 2 bedrooms, <u>plus 1 space per 5 seats for conference facilities</u> • Cricklewood railway station, (existing and new) – <u>parking only for disabled passengers and staff and pick up and set down only</u> <p><u>Parking standards for development outside the uses cited in policy C8 will follow the guidance set out in the London Plan.</u></p> <p><u>Cycle Parking Standards</u> <u>Proposed minimum cycle parking standards should be in accordance with the standards set out in the</u></p>	<p>In accordance with Inspector’s Recommendation 13.108 (iii) and (vii) and the Council’s Pre Inquiry Change approved by Council 13 January 2004</p>

		<p><u>London Cycle Network Design Manual March 1998, amended with B1/A2 provided for at 1 cycle parking space per 400m2 and C2 (flats) provided at 1 cycle parking space per 10 units.</u></p>	
<p>389</p>	<p>Paragraph 13.1.21</p>	<p>Current wording: Paragraph 13.1.21 The area includes some residential development and is surrounded by housing in Barnet and adjoining boroughs. A significant proportion of the regeneration area should provide additional housing. The provision of a minimum of 5,000 homes will be required up to 2016, not including proposals for West Hendon. The Development Framework will guide the form of uses over the Cricklewood/Brent Cross area. It is the policy of the borough to require a mix of housing tenure and type in order to meet the needs of existing and potential residents. The council will expect a proportion of housing to be affordable, including housing for key workers (see policy H5 of the Housing Chapter). Family housing is required as well as small units for single people and small households. The development should include provision for wheelchair access and lifetime homes as set out in the housing chapter (of the UDP). The council will develop SPG on site specific details relating to housing and mixed use development so as to provide guidance and information to developers and residents. The location will be attractive to those wishing to work in the area or who can make use of the improved public transport to central London and other parts of north London. It is therefore possible that some housing is provided with little or no car parking as long as arrangements are made to ensure that future occupants do not park cars in nearby streets. Developers will be encouraged to explore the opportunity of including live/work units. Housing areas must have safe and convenient access to formal and informal open space for recreational and leisure use. There will be a need for social, educational and community facilities to be provided as the housing development progresses including shops, meeting places and health clinics. The council will ensure that these are funded, through planning obligations where necessary, and are operational as required.</p> <p>Modified wording: Paragraph 13.1.21 The area includes some residential development and is surrounded by housing in Barnet and adjoining boroughs. A significant proportion of the regeneration area should provide additional housing. <u>The provision of a minimum of 5,000 homes will be required up to 2016, There is the potential to provide a minimum of 5,000 homes within the Regeneration Area,</u> not including proposals for West Hendon, where an additional 2,200 homes (1,600 net) are being advanced separately. <u>Proposals for the West Hendon area are dealt with specifically in Policy C1(A)</u> of this chapter. The Development Framework will guides the form of uses over the <u>Regeneration Area. Consistently with the requirements of the London Plan, the intention is to create a mixed use, high density development in order to maximise the potential of the site. Successful implementation will secure significant benefits but building a high density also creates important challenges which need to be comprehensively addressed through careful planning to ensure development of a new high quality, sustainable urban community.</u> It is the policy of the borough to require a mix of housing tenure and type in order to meet the needs of existing and potential residents. The council will expect a proportion</p>	<p>In accordance with the Inspector’s Recommendation 13.113 (ii)</p>

		<p>of housing to be affordable, including housing for key workers (see policy H5 of the Housing Chapter). Family housing is required as well as small units for single people and small households. The development should include provision for wheelchair access and lifetime homes as set out in the housing chapter (of the UDP). The council will prepare <u>Supplementary Planning Documents</u> on-site specific details relating to housing and mixed use development so as to provide guidance and information to developers and residents. The location will be attractive to those wishing to work in the area or who can make use of the improved public transport to central London and other parts of north London. It is therefore possible that some housing is provided with little or no car parking as long as arrangements are made to ensure that future occupants do not park cars in nearby streets. Developers will be encouraged to explore the opportunity of including live/work units. Housing areas must have safe and convenient access to formal and informal open space for recreational and leisure use. There will be a need for social, educational and community facilities to be provided as the housing development progresses including shops, meeting places and health clinics. The council will ensure that these are funded, through planning obligations where necessary, and are operational as required. <u>Public open space in this area is already limited. All new homes should have direct access to either communal open space such as courtyards, a private terrace or balcony. Family homes should have their own private gardens, terrace or balcony</u></p>	
390	Policy C9	<p>Current wording: Policy C9</p> <p>The council will grant planning permission for a minimum of 5,000 new homes within the Cricklewood/Brent Cross area between 2003 and 2016. A mix of housing will be required in order to meet the needs of the borough and neighbouring boroughs as follows:</p> <ul style="list-style-type: none"> A) affordable housing including key worker housing; B) wheelchair access and lifetime homes standards; and C) sheltered housing <p>Modified wording: Policy C9</p> <p>The council will grant planning permission for a minimum of 5,000 new homes within the Cricklewood/Brent Cross area between 2003 <u>2006</u> and 2016. A mix of housing , including <u>affordable housing</u> will be required in order to meet the needs of the borough and neighbouring boroughs. <u>Supporting community facilities, including health facilities, will also be required in association with new residential development.as follows:</u></p>	In accordance with Inspector’s Recommendation 13.113 (I)

		<p>A) affordable housing including key worker housing; B) wheelchair access and lifetime homes standards; and C) sheltered housing</p>	
391	Paragraph 13.1.22	<p>Current wording: Paragraph 13.1.22 The regeneration area contains a variety of existing employment, including the council owned industrial estates located in Claremont Road and Cricklewood Sidings, in the Brent Cross shopping centre and the local centres of Cricklewood and West Hendon, in businesses found along the main roads and at the waste transfer station. It is the aim of the council to improve opportunities for people living in the borough by encouraging a thriving economy. The council, in line with the London Development Agency’s strategy will support new enterprises and ensure that there is the physical infrastructure in place in the right locations to promote sustainable economic development. Social enterprise is also encouraged. The Cricklewood, Brent Cross and West Hendon area will provide an ideal location for business development and contribute to the regeneration of the wider area. The council wishes to encourage different types of employment and self employment, including offices, high technology, incubator units and managed workspace, and B2 use industry that takes advantage of rail freight and the materials recycling facility. The operational needs of the rail industry will be protected. The council will work with developers to ensure that businesses displaced as a result of new development are relocated to sites or locations that are not detrimental to that business. In order to encourage journeys to work to use means other than the car, the maximum car parking standards set out in policy C8 will apply. The reasoned justification to policy C6 gives a guideline of 5,000 jobs to be created in the new town centre.</p> <p>Modified wording: Paragraph 13.1.22 <u>The regeneration area has the potential to become one of the most significant commercial centres in London and a strategic location for office development.</u> The regeneration area It contains a variety of existing employment, including the council owned industrial estates located in Claremont Road and Cricklewood Sidings, in the Brent Cross shopping centre and the local centres of Cricklewood and West Hendon, in businesses found along the main roads and at the waste transfer station. It is the aim of the council to improve opportunities for people living in the borough by encouraging a thriving economy. The council, in line with the Mayor and London Development Agency’s Economic Development Strategy will support new enterprises and ensure that there is the physical infrastructure in place in the right locations to promote sustainable economic development. Social enterprise is also encouraged. The Cricklewood, Brent Cross and West Hendon area will provide an ideal location for business development and contribute to the regeneration of the wider area. The council wishes to encourage different types of employment and self</p>	In accordance with Inspector’s Recommendation 13.122 (ii) and (iii)

		<p>employment, including offices, high technology, incubator units and managed workspace, and B2 use industry that takes advantage of rail freight and the materials recycling facility. The operational needs of the rail industry will be protected. The council will work with developers to ensure that businesses displaced as a result of new development are relocated to sites or locations that are not detrimental to that business. In order to encourage journeys to work to use means other than the car, the maximum car parking standards set out in policy C8 will apply. The reasoned justification to Policy C6 gives a guideline of 5,000 jobs to be created in the new town centre. <u>The estimated number of jobs to be created in the regeneration area as a whole is expected to be in the order of 20,000.</u></p>	
392	Policy C10 (EMPLOYMENT)	<p>Current wording: Policy C10 Planning permission will be granted for the following employment uses within the designated part of the regeneration area as defined on the proposals map as employment and mixed-use land. The Council will require the provision of:</p> <ul style="list-style-type: none"> A) Rail freight transfer facility with associated uses; B) Business (class B1), industrial (class B2) and warehouse uses (class B8); and C) Waste transfer and materials recycling facilities. <p>Office development (use class B1a) will also be permitted in the mixed-use town centre and an urban office quarter. The quantity and location of this mix of uses will be determined in future outline planning permissions.</p> <p>Modified wording: Policy C10 Planning permission will be granted for the following employment uses within the designated part of the regeneration area as defined on the proposals map as employment and mixed-use land. The Council will require the provision of: <u>Within the area defined on the Proposals Map as Rail Related Employment and Mixed use Land, the Council will require the provision of:</u></p> <ul style="list-style-type: none"> A) Rail freight transfer facility with associated uses; B) Business (class B1), industrial (class B2) and warehouse uses (class B8); and C) Waste transfer and materials recycling facilities. <p>Office development (use class B1a) will also be permitted in the mixed-use town centre and an urban office quarter. The quantity and location of this mix of uses will be determined in future outline planning permissions.</p>	In accordance with Inspector’s Recommendation 13.122 (v)
393	Paragraph 13.1.23	<p>Current wording: Paragraph 13.1.23 Development of the regeneration area will take place over a period of ten to fifteen years. It is important that the infrastructure is in place to support subsequent development and this will addressed in future Development Frameworks and Masterplans. The outline application must therefore demonstrate the</p>	In accordance with the Inspector’s Recommendation 13.19 (i)

		<p>sequence of development and the means of financing the economic, social and environmental regeneration of the area.</p> <p>Modified wording: Paragraph 13.1.23 Development of the regeneration area will take place over a period of ten to fifteen at least fifteen years. It is important that the infrastructure is in place to support subsequent development and this will be <u>This is addressed in a future the Development Framework and Masterplans. The outline application must therefore demonstrate</u> <u>The Framework describes</u> the sequence of development and the means of financing the economic, social and environmental regeneration of the area.</p>	
394	Paragraph 13.1.24	<p>Current wording: The council will negotiate with developers in order to secure resources to finance the necessary infrastructure, amenities and facilities and other planning gain that result from the regeneration of the area. This may be secured through the use of planning conditions or section 106 agreements attached to planning permissions in the area. The council will take into account the effects on the wider area, including neighbouring boroughs and may use its compulsory purchase powers to enable comprehensive development to proceed.</p> <p>Modified wording: The council, <u>in association with the strategic planning authority for London, the Mayor of London,</u> will negotiate with <u>developers in order to secure resources to finance the necessary infrastructure, amenities and facilities and other planning gain contributions</u> that result from the regeneration of the area. This may be secured through the use of planning conditions or section 106 <u>planning contribution legal</u> agreements attached to planning permissions in the area. The council will take into account the effects on the wider area, including neighbouring boroughs and <u>may will</u> use its compulsory purchase powers to enable comprehensive development to proceed. <u>The council will be minded to refuse inappropriate applications which would either prejudice or undermine its objectives for the comprehensive regeneration of the area, or not be in the interests of good strategic planning in Barnet or in London. The council will require a comprehensive planning application for the regeneration area to contain mechanisms to ensure that comprehensive regeneration takes place.</u></p>	In accordance with the Inspector’s Recommendation 13.19 (i) and 13.126
395	Glossary	<p>Current wording</p> <p>DEVELOPMENT FRAMEWORK...The detail of these will be devolved to Masterplans.</p> <p>Modified wording:</p> <p>DEVELOPMENT FRAMEWORK...The detail of these will be devolved to Masterplans <u>site specific proposals.</u></p>	

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